

BIGGEST ISSUE EVER!

DIRT RIDER

WORLD'S LARGEST DIRT BIKE PUBLICATION

SPECIAL 10TH ANNIVERSARY EDITION

10 YEARS OF MOTOCROSS DOMINANCE
OFF-ROAD RIDER OF THE DECADE
DESTINY-ALTERING PRODUCTS
BEST OFF-ROAD BIKES
MILESTONE MOTOCROSS BIKES
MOTOCROSS RIDER OF THE DECADE



DECEMBER 1992 \$2.95

MX DES NATIONS:
SECOND-STRINGERS STOMP!
93 SUZUKI RMX 1SDE TEST:
HOP-UP WIZARDRY FOR OZ

***** 5-DIGIT 08840 562368 BAC 0205097 DEC 93 DENNIS LEE BLACK 205 NEWMAN ST METUCHEN NJ 08840-2643 ***** 5-DIGIT 08840 562368 BAC 0205097 DEC 93 DENNIS LEE BLACK 205 NEWMAN ST METUCHEN NJ 08840-2643

miles of asphalt on

looking at

on HWY 15.



**XR DISC BRAKES • XR600R-SPEC SUSPENSION • DRY WT: 324 LBS.
CC FOUR-STROKE • FRONT/REAR DISC BRAKES • DRY WT: 270 LBS.**

ing through the new Honda Rider's Club of America. Also, please read our safety information ad elsewhere in this magazine.

ks. For a free brochure, see your local Honda Dealer or write: American Honda, Dept. 82, P.O. Box 7055, No. Hollywood, CA 91609-7055. © 1992 American Honda Motor Co., Inc. (8/92)

After looking at 50
HWY 15, we got tired of
50 miles of asphalt
So we hung a right.



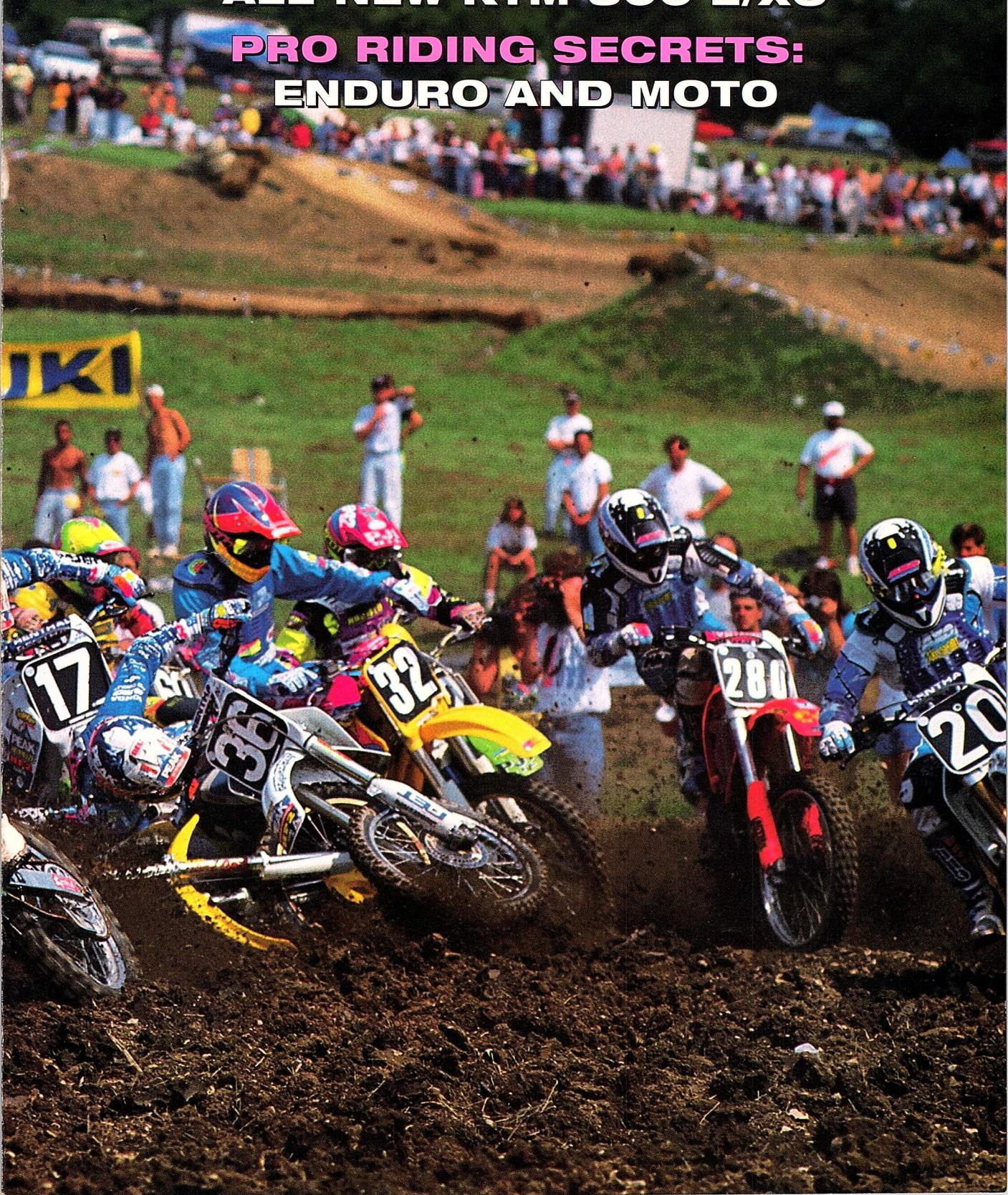
HONDA
Come ride with us.

**XR™ 650L · ELECTRIC START · 644cc RFVC™ SINGLE · FRONT/REAR
XR™ 250L · DUAL-PURPOSE BIKE OF THE YEAR* · 249cc RFVC™**

How you ride is just as important as what you ride. So see your nearest Honda Dealer concerning free MSF rider training.

*Dirt Rider (6/91). Specifications and availability subject to change without notice. CA versions differ slightly due to emissions equipment. XR and RFVC are Honda trademarks.

**'93 SUZUKI RM250:
THE UNFORGIVING
EXCLUSIVE TEST:
ALL-NEW KTM 300 E/XC
PRO RIDING SECRETS:
ENDURO AND MOTO**



DIRT RIDER

DECEMBER 1992
ISSUE 121

FEATURES

WHERE-TO-RIDE GUIDE

Great riding on both coasts.....

71

TRAIL TIPS

The decade's most-repeated tips.....

80

THE LAS VEGAS 300

Best in the Desert's annual team race.....

162

'93 SUZUKI RMX250

ISDE REPORT

A Six Days race test.....

240

TESTS

1993 SUZUKI RM250

This bike demands an aggressive attitude and rewards the rider with a works ride.....

72

KTM 300 E/XC

The all-new 300 blisters the woods with superb suspension and a motor to kill for.....

82

MOTO!

SHREDS

GP wrap-up.....

187

MX DES NATIONS

U.S. backup team steamrolls to victory number 12.....

214

NATIONAL MOTOCROSS

UPDATE

Mike Kiedrowski spans the red brigade.....

222

LORETTA LYNN'S AMATEUR NATIONALS

Chasing future MX champions in Tennessee.....

232

DEPARTMENTS

LETTER FROM THE PUBLISHER	DIRT MART	248
DIRT WRITER	AD INDEX	252
WOLF TALES	IN PRINT	252
TEAR OFFS	LETTERS	253
13	DUCT TAPES	254



10TH ANNIVERSARY SECTION

DECade of U.S. MOTOCROSS DOMINANCE

The riders who changed MX history, the U.S. world champions and the Trophee and Motocross des Nations teams.....

124

MOTOCROSS BIKES OF THE DECADE

Motocross machines that changed the sport.....

134

OFF-ROAD BIKES OF THE DECADE

Bikes that prepped for our current high-tech woods machines.....

138

PRODUCTS THAT CHANGED DIRT HISTORY

These products have withstood the test of time and have helped to shape dirt riding today.....

142

TOP 10 MX & OFF-ROAD RIDERS OF THE DECADE

Some of the decade's greatest riders pick the decade's greatest riders.....

148

OFF-ROAD RIDER OF THE DECADE

It was a unanimous choice. Only one rider has helped change the sport by virtue of his versatility and durability.....

150

MOTOCROSS RIDER OF THE DECADE

A true champion and the only racer ever to capture number one plates in all four classes: 125, 250, 500cc and supercross. Need we say more?.....

154

'83 WORKS RC250 VS. '93 PRODUCTION CR250

We'll examine the 1983 Honda RC250's impact on today's MX racers and how it compares to a brand-new 1993 Honda CR250.....

156

PRO RIDING SECRETS

MOTO

Keeping your mental edge through sensation conditioning.....

170

ENDURO

Our resident eight-time National champ tells you how to get off (on a hill).....

239

ON THE COVER: Mike LaRocco leads the charge into the first turn in his quest for the AMA 125cc National Championship, oblivious to the chaos behind him. Photo by Kinney Jones. The fold-out cover is just one hint that you're holding our special jam-packed, bigger-than-ever 10th anniversary issue.



TIME FLIES WHEN YOU'RE HAVING FUN

Dirt Rider is 10 years old? I can't believe it. It seems like yesterday that I bounced the crazy idea of starting a dirt motorcycle magazine off Editorial Director Charlie Morey. Charlie won't admit it, but he was out of work at the time. Well, he had a job, but he hated it, so I call that out of work. He was working for a color separator, the guys who take a color slide and turn it into something we can print in a magazine. Charlie had always been one of the best talents in the motorcycle editorial business. He needed to be telling people about the thrill of being involved with motorcycles.

When I met Charlie he was an editor at *Cycle News/East*. It was the summer of 1974, and I was visiting Bryan Kenney's Can-Am/Maico shop in Tucker, Georgia. At the time I was the Director of Marketing for Can-Am, and Bryan was one of our best dealers. He asked me if I had ever been to *Cycle News/East*. We walked across his shop's back parking lot and into a building that looked like a shopping center. Soon, I was introduced to this guy with a long beard and even longer ponytail: Charlie Morey. I wish I had a photo from those days. Most people don't believe me about what a hippie he was! Charlie was running around helping put out that week's issue, but we talked as he worked. I invited him to Quebec to do a story on a Can-Am and ride in the Maple Leaf Enduro. We had a great time and have been good friends ever since.

Later, I moved to the West Coast to become the publisher of *Motorcyclist* magazine. Charlie beat me here. By then he was the editor of *Cycle News/West*. Over the next few years I tried to hire him for *Motorcyclist* more than once, but the timing was never right. By the time he was in color separations the timing was much better.

Charlie wanted some free-lance work, so I asked him to do a newsstand book for us called *Dirt Bike Guide*. This was, in effect, a prototype for *Dirt Rider*. But during the process of putting this book together, we kept telling each other that the real dirt enthusiast was not being fully served by the magazines he could buy in the market. So I convinced the management of our company that we could produce a better dirt magazine than what was then available.



The original Dirt Rider crew at the Petersen Ranch in 1982: (LEFT TO RIGHT) Feature Editor Mark Kariya, Art Director Nancy Lem, Publisher Dick Lague, Managing Editor Elke Martin, Ad Salesman Bryar Holcomb, Chairman of the Board Robert E. Petersen, Administrative Assistant Irma Hutton, Ad Salesman Kim Haskell and Dirt Rider founder Charlie Morey.

Charlie and I shared this vision: We were and are dirt bike enthusiasts, and we wanted to put together a magazine that we would want to read.

That early crew worked hard. Charlie and Elke Martin were the first two employees, and soon they were joined by Mark Kariya. Ex-motocrosser Bryar Holcomb sold ads, as did Kim Haskell. Everyone did two jobs, but we had a blast.

There is a lot of pain that I have conveniently forgotten about the early years. It was really tough being the new guys in a market that was not used to any competition. I kept telling our management to be patient, have faith and keep the money flowing. Charlie kept focusing on the product and staff. Bob Carpenter and Karel Kramer came aboard. Tom Webb joined us from *Dirt Bike*, as did Fran Kuhn. And our latest addition, Ken Faught, comes to us from *Cycle News*.

We had one very important ally through all this. The chairman, founder and owner of our company, Robert E. Petersen, was and is a motorcyclist and a dirt bike enthusiast. He never would tell me directly, but I always knew that he wanted to have the leading dirt bike magazine in the world in his stable. He is always there rubbing elbows with the staff and bench racing when we have

riding days at the Petersen Ranch, as he was there for our very first ranch day.

Charlie never lost his vision of what *Dirt Rider* should be. It was and is a lot of work, but it's been a lot of fun, too. The staff has gotten to ride every imaginable kind of bike, and we have all gotten to meet the best people in the world—dirt riders.

Charlie and I knew it was a good idea. We knew it would last, but we still look at each other and shake our heads when we think 10 years have gone by. We had a little gray hair then; we have a lot now. We never imagined an issue with over 250 pages, and yet you are holding one. We never thought *Dirt Rider* would be the largest dirt bike magazine in the world, but it is.

We thank you—our customers, our readers—for sharing our dream and making this possible. Our great idea would never have become a reality if you had not shared it with us. We thank the industry for sharing with us as well.

I am very glad that Charlie Morey never got too serious about color separations. Being proud of a perfect color separation is nothing compared to being the father of a great magazine.

**—Richard P. Lague
Executive Publisher,
Editor-in-Chief**

DIRT RIDER

MAGAZINE

RICHARD P. LAGUE

V.P., Executive Publisher and Editor-in-Chief

CHARLES MOREY

Editorial Director

TOM WEBB

Editor

MARK KARIYA

Feature Editor

KAREL KRAMER

Test Editor

KEN FAUGHT

Moto! Editor

DICK BURLESON

Contributing Editor

DAVEY COOMBS

Contributing Editor

MARIE BERRIZ
Group Operations Manager

CHRIS ZENDER

Managing Editor

KIMBERLEY SCHULTZ
Copy Editor

PETER G. RIHERD

Editorial Assistant

IRMA BABAGIAN HUTTON
Administrative Assistant

KATHY SORAN

Editorial Coordinator

DORIS WAKAMIYA

Art Director

JOE WAHMAN

Art Assistant

TRACY CALVERT-JANTZ

Art Assistant

SCOTT GOODWIN

Associate Publisher/Advertising

DAVE ARMITAGE Western Advertising Manager
SCOTT DEWEY Western Advertising Manager
DENNIS SCULLY Eastern Advertising Manager
MIKE McCARTHY Detroit Advertising Sales
AARON LASKY Direct Marketing

RUSTUM NEPOMUCENO Advert. Coordination

ADVERTISING OFFICES

LOS ANGELES 8300 Santa Monica Blvd., 3rd Floor, Los Angeles, CA 90069; 310/854-2222. **NEW YORK** 437 Madison Ave., 28th Floor, New York, NY 10022; 212/935-9150. **DETROIT** 333 W. Fort St., Ste. 1800, Detroit, MI 48226; 313/964-6680. **CHICAGO** The Petersen Building, 815 North LaSalle St., Chicago, IL 60610; 312/649-0660. **ATLANTA** 4 Piedmont Cir., Ste. 601, Atlanta, GA 30305; 404/231-4004. **DALLAS** 800 W. Airport Freeway, Ste. 201, Irving, TX 75062; 214/579-0454. **DENVER** 200 Union Blvd., Ste. 415, Lakewood, CO 80228; 303/986-5833.

PETERSEN PUBLISHING

Robert E. Petersen Chairman of the Board
Frederick R. Waingrow President
Peter F. Clancy Sr. V.P., Corp. Marketing and Sales
Robert MacLeod Sr. V. P., Exec. Publisher
John Dianina V. P., Exec. Publisher
Lee Kelley V. P., Exec. Publisher
Thomas J. Statos V. P., Exec. Publisher
Paul Tzimoulis V. P., Exec. Publisher
Richard P. Lague V. P., Exec. Publisher
Philip E. Trimbach V. P., Financial Administration
James J. Krenek V. P., Manufacturing
Nigel P. Heaton V. P., Circulation Marketing
Leo D. La Rew Director, Human Resources
Bob D'Olivo Dir., Photography
Bruce Robert Burton Dir., Ad./Pet. Mag. Network
Carol Johnson Dir., Advertising Operations
Don McGlathery Dir., Advertising Research
Vern Ball Dir., Fulfillment Services
Henson Lacon Dir., Subscription Sales
Richard E. Johnson Controller

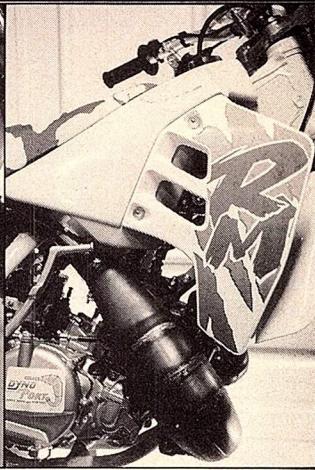
Subscription information: Phone (800) 800-DIRT. Change of address: Six weeks notice is required. Send old as well as new address to P.O. Box 58722, Boulder, CO 80322-8722.

TWO PIPES ARE BETTER THAN ONE

At Dyno-Port we make two pipes with two different power bands, a torque pipe and a mid-top version. Why? No two riders ride alike. The 125 pro-motocross demands a different powerband than the 500cc old-timer. A tight, slippery eastern enduro requires a completely different approach than the Barstow to Vegas or your local motocross. As always, all Dyno-Port pipes are precision handbuilt cone expansion chambers with heavy-duty headers and a perfect powerband. It's more work—but our customers love us for it.



NICKEL COATING



FACTORY FINISH

Available for ATK, CR, KX, KDX, RM, RMX, Husky, YZ, WR, KTM Porting, complete range enduro, MX & flat track.
PHONE or FAX (315) 255-3665

1896 Townline Rd.
Union Springs, NY 13160



DYNO
Port

BEST IN THE DESERT PRESENTS



GRAN PRIX
January 15, 16, 17, 1993

GUARANTEED PURSE
\$3500.00 FOR PRO CLASSES
PLUS 50% PAYBACK
\$1000.00 GUARANTEED
TO 1ST OVERALL PRO

TIMED EVENT
DRAWING FOR
START POSITION
DECEMBER 30, 1992

RACE WILL BE
HELD SATURDAY
NO Pre-Run Course



ENTRY FEES:
\$185.00 Total Professional
\$90.00 Total Sportsman
PROFESSIONAL CLASSES
OPEN TO ALL RIDERS
125 - 250 - OPEN
OVER 30 - OVER 38
50% PAYBACK ALL PRO CLASSES
SPORTSMAN CLASSES
EXPERT/AMATEUR
OPEN TO ALL RIDERS
125 - 250 - OPEN - OVER 25
OVER 30 - OVER 38 - OVER 45
WOMEN'S - 4 STROKE
VINTAGE
Trophies Only

FOR MORE INFORMATION
BEST IN THE DESERT
3475C Boulder Highway
Las Vegas, NV 89121
(702) 457-5775 FAX (702) 641-2431

1st Event In The 1993 Best In The Desert Grand Slam Championship Series

BECOME A MOTORCYCLE MECHANIC

Ride into Your Future



AMI HAS
IT ALL!

• SPECIALIZED HARLEY-
DAVIDSON COURSE

• Highly Technical
• Close Supervision
• Placement Assistance
• Financial Assistance

• HONDA
• KAWASAKI
• SUZUKI
• YAMAHA



AMERICAN MOTORCYCLE INSTITUTE

3042 VOLUSIA
(1/2 miles west of the race track)
DAYTONA BEACH, FL 32124

CALL TOLL FREE 1-800-874-0645

OTHER DIVISIONS
AMERICAN WATERCRAFT
INSTITUTE
AMERICAN MARINE
INSTITUTE

Name _____ Age _____
Address _____ Apt. # _____
City _____ State _____ Zip _____
Phone (____) _____

DR-40

DIRT WHO?

DECade of DIRT

Jeez. Ten years! I've never held a job this long before.... One of my projects for this 10th anniversary issue was to pick the best cover from each year. As I flipped through the pages of 120 magazines, memories that had attached themselves to the various tests, photographs and "Dirt Writer" columns came trickling back.

Personally speaking, it's been a fantastic decade. I've enjoyed experiences that only a few fortunate dirt riders get to be a part of. I've traveled all over the world chasing races and rides: Peru to witness the Incas Rally, Austria to join in Heinz Kinigadner's world championship party, Italy for the ISDE. I've been to virtually every major motocross event in the U.S. I've had the opportunity to ride any brand-new dirt bike, often for an entire season.

I've gone trail riding with the likes of Malcolm Smith, Dick Burleson, Larry Roeseler and a host of other enduro, ISDE and motocross stars in Baja, Colorado, New Hampshire—almost anywhere it's still legal.

On that note, I've visited our nation's capital and my state's capital and spent many hours in meetings or pondering our problems as I produced these past 120 "Dirt Writers." I've attended Motorcycle Industry Coun-

cil Land Use Committee meetings, National Off-Highway Vehicle Conservation Council meetings, Wilderness Impact Research Foundation conventions and BlueRibbon Coalition gatherings in an effort to protect the lifestyle I love.

I've ridden the L.A. Coliseum supercross course, the Colorado 500 trail ride, KTM's motocross test track near Mattighofen, Austria, one 350-mile day of the Incas Rally, the Barstow-to-Vegas racecourse (and dual-sport ride), Jorge's Langosta Ride in Baja, the Leon Dube Memorial Trail Ride, the Tecate Enduro, the Ponderosa Trail Ride in Prescott, Arizona, and many more events and "buddy rides" than I can list here.

How could life possibly get any better?

Reviewing those old issues inevitably brought me back to the one that stirs my emotions the strongest. That, of course, is the first one: December 1982.

As I flipped through the pages, I realized that despite all that's happened during the past 10 years—the technological changes, the threats to our sport and even all those incredibly delicious moments that have made my life here at *Dirt Rider* wonderful—the core of it all was defined in my editorial column in that first issue. It's reprinted here. See what you think of this 10-year-old time capsule.

You wouldn't believe some of the titles we came up with while trying to name this magazine. Every possible combination of words that meant dirt, motorcycle or fun were thrown together in a list of generally tasteless attempts at conveying how we felt about the project. Interestingly enough, *Dirt Rider* was one of the first ideas, and in retrospect it's hard to imagine why we even considered the others. We dreamed up at least two dozen alternatives, but none of them expressed our intent as well as the simple generic term dirt rider.

You've probably heard of the AMA. Not too many years ago, those initials stood for the American Motorcycle Association. Now they mean the American Motorcyclist Association. The AMA made an issue of that typ-

graphically simple name change, emphasizing that the AMA is an organization for motorcyclists, not motorcycles.

That may seem trivial; however, it serves a subtle but important function. It reminds members and AMA staff alike that it's the people, not the machines, that make this wonderful pastime of ours work.

And that's essentially why we like *Dirt Rider* better than any other title for this magazine: the people. Dirt riders are the best people we know.

Fifteen years ago, I remember taking my '67 Ducati Scrambler out for a muddy ride through the woods roads behind the high school in Bucksport, Maine. Years of fallen leaves and evergreen needles had piled up and turned into the darkest black soil I'd ever seen, and spring showers had diluted it to the consistency of secondhand chewing tobacco. The skimpy alloy fender did little to keep the rear tire from painting a wide, sloppy stripe up my back and over the helmet where it met a second stripe which had

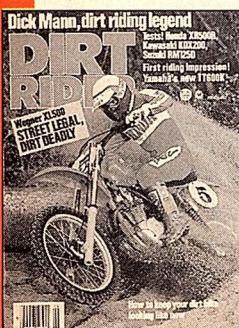
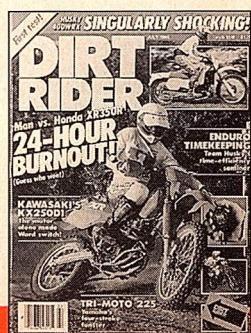
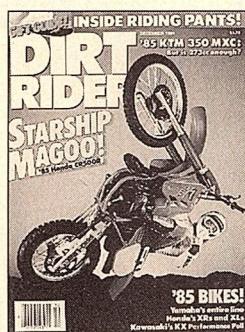
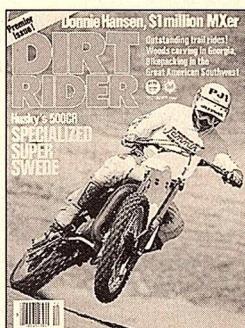
formed on the front.

The road, used in drier times as the cross-country/track team's practice course, had degenerated into a trail overgrown with branches, which slapped mudball me, creating a tarred-and-feathered effect with the leaves on mud.

Soaked to the skin, nearly unrecognizable as a human form, I emerged from the thicket into a small meadow near the Central Street extension. On the opposite side of the meadow sat a nearly identical mud/leaf blob on a motorcycle.

Cracked us up, seeing how funny each other

looked and realizing that we were just looking at mirror images of ourselves. At the same time, we each realized we'd found a friend. In Bucksport, in 1967, there weren't that many dirt riders around. In fact, I thought I was the only one. So did Rob Robinson, the



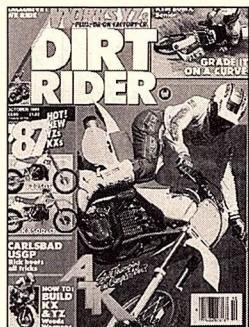
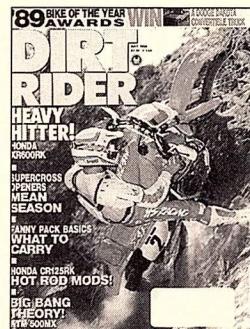
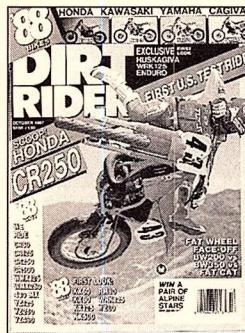
other mudball.

Haven't seen Rob for years, although we became best of friends, rode a lot, and I even followed him a year later when he and his family moved to Florida. He wound up in Pensacola, I in West Palm Beach. We met regularly at Daytona for a few years before I moved to Georgia, then to California. There's no doubt in my mind that we could run into each other tomorrow, out on some obscure trail, and pick up where we left off without even missing a beat. Dirt rider friendships run deep.

Like Skip, Buddy and Fergie from the West Palm Beach area.... I was racing a '69 250cc CZ at the time and going to machinist school at the Pratt & Whitney Research and Development Center. Skip was another budding machinist, and he thought my dirt riding looked like a lot of fun. He, Buddy and Fergie came out to a local sandpit one day, tried riding, and they were hooked. All three bought orange-and-black Ossa Pioneer enduro bikes, and together we rented a shop, built workbenches and shared tools for a couple of fun-filled years. Saturdays were for fun riding and maintenance; Sundays were race days. Looking back, the fun rides were the best.

One time, I convinced them that we should all ride an enduro. Rules were a little lax then; my CZ had an open expansion chamber exhaust that would never pass sound or spark arrestor requirements today. The CZ also had a wonderful fiberglass airbox which drew air from up under the seat. The Ossas sported small gray plastic airboxes that were mounted low, directly to the carburetor.

South Florida riders know what's



coming next.... It was a typical south Florida enduro; in other words, the entire course was under 12 to 18 inches of water—not taking holes into account. To shorten a potentially lengthy story, the Ossa riders spent a good part of their day learning and practicing a drill with their shiny new bikes.

Ride into a hole, suck water into the motor, stop. Push the bike to high ground (rare and usually far away). Remove the spark plug, flip the bike upside-down onto its handlebar and crank the kickstarter to pump approximately 250cc (plus port and crankcase volume) of muddy water out of the new motor, while the guy with the CZ stands by and tries to look sympathetic.

They didn't fall for that one again. The rest of our dirt riding was done on higher and drier areas of the sandbar state.

In 1974, I moved to Georgia to take an editorial job with the weekly newspaper *Cycle News*. I spent a total of seven years with that company—three at the eastern office and four at the western office. In the process I covered several hundred off-road events—everything from local motocross to the International Six Days Trial. It was the perfect opportunity to meet such pioneers of the eastern off-road sport as John Penton and his sons Jack and Tom; Al Eames (who brought the ISDT to America); enduro champion Dick Burleson; three-time AMA 250cc National MX Champ Tony DiStefano; Mom and Pop Bush (Rod's folks), who put together one of

the finest enduro pit stop efforts in the woods, as did Bob "Doc" Hill, John Morgan, Buzz McQueen and others; Barry Higgins, when he was the nation's hottest motocross talent, and Torsten Hallman,

Joel Robert and Roger DeCoster, European Inter-AMA and Trans-AMA Series heroes.

And those are only the names that many of us recognize. For every well-known personality, there are a hundred happy, friendly people who love our sport and live it every day of their lives.

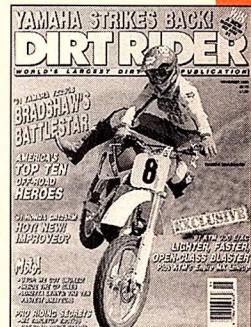
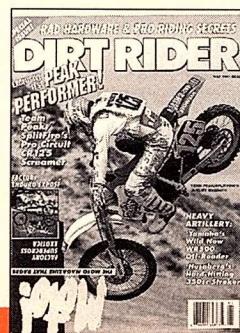
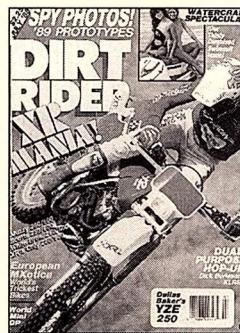
Finally, there was the California connection. Top-level factory-sponsored riders showing up for some practice at the local Saddleback

Park, Indian Dunes or Carlsbad races. The manufacturers themselves, "just down the street" in California talk, which could mean anything from five to 50 miles away. Their employees, many of them ardent dirt riders who were lucky enough to find a means of earning their livelihood within the sport they loved. Peo-

ple, families who show up to ride in the endless alphabet of club events: CRC, UEA, CMC and AMA. Night motocross at Ascot Park.

The desert. No Easterner can appreciate it, even begin to conceive of its beauty without having ridden it. Baja. Northern California's Tahoe National Forest and the Last Chance Trail Ride put on by Fred Chase, another dirt rider—another friend.

There's no end to it. And it's not due to the machinery, although there's no way to adequately thank the factories for their extensive development of today's excellent bikes—except to continue to buy them. It's the people. The dirt riders. The individuals for whom we're producing this magazine. You.



This seems like an appropriate place to say thank you to the people responsible for making my past 10 years so enjoyable. Thanks, readers! I hope it's been big fun for you, too.

—Charlie Morey

THE TUNNEL FROM HELL

The magnitude of the nightmare that confronted me was staggering: I had already completed five days of racing in Australia, overcoming monumental bodily fatigue, 170-mile days of pounding blow-sand silt beds, standing up for hours on end until my back locked up from being cramped in a boomerang position and eating handfuls of Motrin, Nuprin and aspirin together with PowerBars, gargled down with water to ease the agony. It all came down to this brutal scene that looked like it came from the pages of *The Hobbit*. I kept waiting for Gollum to leap out of the primordial ooze, kiss me on the lips and scream, "Too bad, Holmes, but if you're gonna play tough, you'd better be stupid."

I was on the last leg of the infamous Australian ISDE, cruising the 35 miles to the final moto on the shortest day of the event. It was raining pretty hard, but just getting to the moto site meant that I'd finished and would receive at least a bronze medal. I was the final American rider, and I was on the second-to-last row of riders leaving the parc ferme. With only 15 miles to go, the trail led down to a rocky, greasy path where I caught up with most of the planet's top off-road pilots, and all hell broke loose.

The scene that greeted me was foul. A hideous stench complemented the screaming howl of human life and machines gone mad. Motorcycles were submerged in the mire, and riders clawed through the viscous fluid in a frenzied search for their mounts, but the lack of light combined with the oily smoke from overrevving two-strokes obscured their vision.

The Tunnel From Hell was an old train passage long enough to warrant the use of a headlight, and it would have been tricky to negotiate in even the best of circumstances. However, we weren't dealing with the best of circumstances: Three feet of stagnant water had turned the soil into a quagmire, hiding the two enormous ruts that paralleled the submerged center mound. Every time a motorcycle's rear tire spun in a frenzied attempt to get out of the tunnel's slimy talons, it dug the trenches deeper, churning the available trac-

tion into floating muck. Over 300 riders had preceded me, and it appeared that at least a third of them were stranded. Grim. From the looks of the chaos, there was no bottom to



Gollum's tunnel.

I hadn't quite reached the tunnel entrance, since there were about 30 machines stopped dead in their tracks between myself and the carnage. I sat there for 10 minutes waiting for the line to move up—waiting for another tired and weary pilot to walk the gangplank and take the leap into Satan's playpen. Finally, I laid my RMX against a rock and went to inspect this drama for myself. After all, I am an ISDE veteran, a highly trained athlete and a chiseled professional. I would find a way through this....

I could only see about 20 feet into the tunnel before it went black, but what I saw was enough to suck my

BVDs into never-never land. I'm sure the tunnel was carnivorous; it was eating humans and swallowing motorcycles like a giant flesh-eating eel.

As I got closer I saw the back side of Tom Ebersole's USA skunk-striped helmet. Tom's a big guy and had wedged his Husky's tires against the tunnel's walkway, putting his feet down in one of the quicksand ruts and attempting to hold the bike above his head at a 45-degree angle from the side of the cement structure. Tom was manhandling the machine into the mouth of the cave, past the submerged bodies of Aussie and Kiwi riders attempting to rip their mounts out of bottomless holes, stuck riders with their throttles held to the meltdown point and several hapless pilots looking for their machines in the slop. I nearly yanked my breakfast, knowing that my Six Days effort was done. I was tired, thrashed and a complete wimp. In short, the fat lady was singing.

Very few riders made it on time to the checkpoint following the tunnel from hell. Randy Hawkins came in on his minute looking like a mud hen that had been hit by an Indy car.

Steve Hatch capsized his RMX, fouling the plug, and only the superhuman efforts of chase riders Scott Drafs and Dale Stegal saved him. Steve dropped route points and was wearing a good 20 pounds of spooge on his clothes and body by the time he straggled in. Dee Taylor, running on a strong silver medal score, blew up his machine. When they dredged it out of the hellhole it looked like an anchor that had been left in a tar pit.

I made it to the check easily and had four spare minutes to No-Fog my goggles, gnaw on a PowerBar and throw down some fluid. I looked like Mr. Clean, with not a drop of mud on my body. Even my boots were spit-shined. The American pit support people were shocked. Nobody gave the old Wolfster a chance in hell at getting through the nightmare—let alone coming in on time and pristine in appearance. Like I said, I'm tough, I train hard, I'm a seasoned veteran, and...I know when to cut the course. If you're gonna be stupid, you've gotta be cunning.

—Tom "Wolf" Webb



ATTENTION SUZUKI RM RIDERS:

**FOR A PREVIEW OF THIS
YEAR'S NEW MODELS,
SEE BELOW. FOR A PREVIEW
OF YOUR COMPETITION,
TURN BACK ONE PAGE.**

From the seat of a Suzuki RM, it's hard to take the competition all that seriously.

That's because you're racing on a bike that's won the title

of 125 Motocrosser of the Year,* thanks to technology that's now shared by the RM250. You also get the track-side support and pro advice needed to kick some serious butt. And the deepest pockets in motocross contingencies to dig into when you do.

With a hot new engine, this year's RM250 gets more power and better throttle response thanks to goodies like a new carb and reed valve, a revised intake system, and a new radiator for more efficient cooling. Plus, better handling from a computer-designed square-tube frame that's 35% more rigid. Add radical new bodywork for improved rider position on the RM250 and the RM125, and class-leading performance from the RM80,



and you've got a line-up that will make the competition seriously consider taking up knitting. And while they compare needle sizes, you'll be taking your best shot at Suzuki's

RM Contingency Program, which pays cash rewards deeper in the standings and pays out almost twice as much as any other company.† If that's not enough incentive, you'll also have some of the industry's best support, thanks to the top motocross mechanics staffing the Team Suzuki Support Trucks, as well as Suzuki's Pro Level dealers, whose guidance on setup and maintenance comes directly from years of racing experience.

If this sounds like something you can deal with, stop by your Suzuki dealer today and check out the new RMs. If not, send us your picture and maybe you can be on the cover of next year's ad.





TO TURN THE PAGE ON THE COMPETITION, TURN TO THESE SUZUKI DEALERS.

1993 PRO LEVEL DEALERS

ALASKA Suzuki/Arctic Cat Motorsports 4.5 Pal-Was Highway, Box# 876859, Wasilla	Salinas Cycle Center 312 Abbott, Salinas	R.T. Cycle Suzuki 1518 Lafayette Road, Fort Oglethorpe	Donnells Motorcycles 6635 Truman Road, Kansas City	OKLAHOMA Oklahoma Honda/Suzuki 3400 South Sunnylane, Del City	Suzuki of Laredo 3002 Santa Ursula IH 35, Laredo
ARIZONA Apache Honda/Yamaha/Suzuki 3618 W. Camelback Rd., Phoenix	Inland Empire Suzuki/Kawasaki 1248 North N. Street, San Bernardino	Griffin Suzuki/Yamaha 3336 N. Expressway, Griffin	MONTANA Poet Motorcycles 1804 N. Rouse Ave., Bozeman	Southwest Kawasaki/Suzuki 1913 Cache Road, Lawton	Suzuki of Tomball 2323 Snook Lane, Tomball
Kawasaki/Suzuki of Yuma 2029 South Arizona Ave., Yuma	Fun Bike Center 4689 Convoy St., San Diego	ILLINOIS TUF Kawasaki/Suzuki 2727 Sycamore Road, Dekalb	NEVADA Michael's Suzuki/Kawasaki 2680 So. Carson St., Carson City	OREGON Hillsboro Honda/Suzuki 338 S.W. Oak St., Hillsboro	UTAH McKnight's Sporting Goods 968 E. 100 North, St. George
CALIFORNIA Anaheim Suzuki 1125 S. Anaheim Blvd., Anaheim	San Diego's House of Motorcycles 4904 El Cajon Blvd., San Diego	Downers Grove Yamaha/Suzuki 330 Ogden Ave., Downers Grove	Michael's Reno Suzuki 2685 Keitzke Lane, Reno	Mike's Suzuki 14221 McLoughlin, Milwaukee	Tooele Valley Suzuki 398 N. Main, Tooele
Ber's Motorcycles 900 West Foothill Blvd., Azusa	Cycle Imports 2355 El Camino Real, Santa Clara	Ron & Brian's Suzuki 1550 Grand, Waukegan	NEW HAMPSHIRE Gilly's Cycle-Rama II 107 Plaistow Road, Plaistow	PENNSYLVANIA Gibsonia Cycle Center 4684 Route B North, Allison Park	VERMONT Land-Air 46 Kellogg Road, Essex Jct.
Suzuki of Bakersfield 115 Roberts Lane, Bakersfield	Simi Valley Cycles 2902 Los Angeles Ave., Simi Valley	INDIANA Max Pitts' Yamaha/Suzuki 190 Business St. 31 South, Peru	NEW JERSEY Kawasaki/Suzuki of Ramsey 995 Route 17, Ramsey	Action Cycle Rt. 65, Box 236, Beaver Falls	VIRGINIA Bare Brothers' Suzuki 3101 Lee Hwy., Bristol
Orange County Suzuki 1601 Newport Blvd., Costa Mesa	Suzuki of Van Nuys 16141 Sherman Way, Van Nuys	Buck's Cycle & Sport 2105 Laporte Rd., Hwy. 2E, Valparaiso	NEW YORK Ed Downing Cycles 30 MacArthur Drive, Cobleskill	Yamaha/Suzuki Fun Center 2639 Bristol Pike, Bensalem	Mark IV Suzuki Rt. 2, Hwy. 11E POB 693, Wytheville
Dublin Kawasaki/Suzuki 6044 Dougherty, Dublin	Barber Suzuki Motorcycles 3650 E. Main, Ventura	IOWA BAK Honda/Suzuki Kubota Center 2142 Hwy. 75 North, Sioux City	Orient Express Suzuki 41-43 West Sunrise Hwy., Freeport	Pro Motion 387 Courtland St., E. Stroudsburg	WASHINGTON Cliff Cycle Center 1519 Charleston Bch Rd., Bremerton
Escondido Cycle Center 541 North Quince, Escondido	Victorville Suzuki 15224 7th Street, Victorville	MARYLAND Cycle World 7030 Pulaski, Baltimore	Gold Sport Cycle Rt. #13 & Hinshaw Road, Ithaca	Bentley's Yamaha/Suzuki Cycle Sales II 124 W. Pike St., Houston	Mac's Cycle 700 Bridge St., Clarkston
Fresno Kawasaki/Suzuki 2686 N. Clovis Ave., Fresno	CONNECTICUT New England Cycle Center 73 Liebert Rd., Hartford	MASSACHUSETTS The Suzuki Store Route 2A State Rd., Phillipston	Ace Suzuki Sales & Service Rt. 9, Kinderhook	Cernic's Suzuki Sales & Service 604 Cooper Avenue, Johnstown	Enumclaw Suzuki/Kawasaki/Yamaha 408 Roosevelt, Enumclaw
Hanford Suzuki/Yamaha 101 S. 11th Avenue, Hanford	DELAWARE L & D Suzuki 1070 South DuPont Hwy., Dover	Warcham Suzuki 2667 Cranberry Hwy., Wareham	Adirondack Cycle Center Rd. #3, Box 551, Plattsburgh	Bentley's Yamaha/Suzuki Cycle Sales 4451 William Penn Rt. 22, Murrysville	Everett Suzuki 6408 Evergreen Way, Everett
La Habra Suzuki 1200 W. Whittier Blvd., La Habra	FLORIDA Palmetto Kawasaki/Suzuki 6400 W. 20th Ave., Hialeah	MICHIGAN Nicholson Enterprises 4405 Jackson Rd., Ann Arbor	NORTH CAROLINA Suzuki Motorsports/Charlotte 2500 Freedom Dr., Charlotte	Bromley Motorcycle Sales 635 Somers Ave., Trevose	Sports Cycle 304 E. Columbia Dr., Kennewick
Saddleback Suzuki 23034 E. Lakeforest Dr., Laguna Hills	Suzuki of Lake Wales 1100 U.S. Hwy. 27 North, Lake Wales	Dirt Works Suzuki 5290 Alpine N.W., Comstock Park	Dal-Kalia Cycle Center 312 Kanuga St., Hendersonville	Cycle City Honda/Kawasaki 2814 Buffalo Road, Wesleyville	Paulson's Suzuki 4402 6th Ave. S.E., Lacey
D-H Cycles 531 Kansas Ave., Modesto	Motopart Yamaha/Suzuki 1200 N.W. 57th Ave., Miami	Nacomo Kawasaki/Suzuki/Yamaha 46860 Gratiot Ave., Mount Clemens	Suzuki of Winston-Salem 5658 Country Club Rd., Winston-Salem	RHODE ISLAND Dynamic Motors 210 West Avenue, Pawtucket	Renton Honda/Kawasaki/Suzuki 299 Rainier Ave. S., Renton
Suzuki Country 2057 N. Hammer, Suite #201, Norco	Suzuki of Cutler Ridge 11995 S.W. 222nd St., Miami	MINNESOTA Hopkins Hitching Post 2011 Main Street, Hopkins	OHIO F & S Kawasaki/Suzuki 7200 N. Dixie Dr., Dayton	SOUTH CAROLINA Myrtle Beach Suzuki 4655 Hwy. 17 Bypass S., Myrtle Beach	Aurora Suzuki 7409 Aurora Ave. N., Seattle
Cole Bros., Suzuki 5906 Lankershim Blvd., North Hollywood	Cycle Riders Suzuki Orlando 4101 Old Winter Garden Rd., Orlando	Anoka-Ramsey Sports Center 6760 Hwy. 10 N.W., Ramsey	ASK Motorcycle 2535 Lancaster-Colombus, Lancaster	WEST VIRGINIA Casto Motorcycle 2679 Sissonville Dr., Charleston	
Cycle West 1375 Industrial Ave., Petaluma	Honda Suzuki West 13521 N. Florida Avenue, Tampa	Metropolitan Honda/Yamaha/Suzuki 103 N. Concord Exchange, South St. Paul	Andrews Honda/Suzuki 13124 State Route 62, Salem	WISCONSIN Young America Motorcycles 3788 Burke Rd. POB 8547, Madison	
Del Amo Suzuki 1512 Aviation, Redondo Beach	MISSOURI Shroud Suzuki 2501 S. Hwy. 70 Outer Rd., Blue Springs	MISSOURI Int. Action Sports Unlimited	Kingsport Kawasaki/Suzuki 1904 Brookside Drive, Kingsport	Hansen Motorcycles 3206 Menasha Ave., Manitowoc	
Suzuki of Riverside 3272 Market St., Riverside	Suzuki of Dalton 205 East Waugh St., Dalton	MISSOURI Int. Action Sports Unlimited	TEXAS Arlington Suzuki 2002 E. Abrams, Arlington	Suzuki Man 7221 S. 13th St., Oak Creek	

1993 EXPERT DEALERS

ALASKA Anchorage Suzuki/Arctic Cat	Jorgy's Suzuki/Kawasaki Rec. Torrance Suzuki D & D Kawasaki/Suzuki	ILLINOIS R L Suzuki Moto Works	MICHIGAN Flint Suzuki Paw Paw Lake Sports & Marina Rosenau Power Sports Shawpout Hills Sales Ray C's Cycle & Sport Kawasaki/Suzuki of Saginaw	Central Jersey Cycles Mt. Holly Kawasaki and Suzuki Strykers Marine & Cycle	PENNSYLVANIA Ye Olde Cycle Barn
ARIZONA Honda-Suzuki Cycleplex	COLORADO C & E Suzuki Sales Fay Myers Honda/Kawasaki/Suzuki Four Seasons Sports Center	INDIANA Dreyer Yamaha and Suzuki Linton Cycle Sales Arkins' Cycle N-Y-K & Suzuki Terre Haute	MISSOURI Int. Action Sports Unlimited	NEW YORK Seymour's Motorized Sports Dutchess Rec. Vehicles Hollink Honda/Suzuki	TENNESSEE Suzuki of Paris
ARKANSAS Cycle Center	FLORIDA Kawasaki/Suzuki Fort Lauderdale	LOUISIANA Gene Alleman Kawasaki-Suzuki	MISSOURI Caswell Cycle	OHIO Penton Honda Suzuki Newark Suzuki Center McCune Cycle World Gollan's	TEXAS Sunland Motorsport Center Subbs Cycles Golden Suzuki and Honda
CALIFORNIA Bellflower Suzuki West Valley Suzuki and Kawasaki Concord Motorsports Town & Country Suzuki Southland Cycle Center Hayward Honda/Suzuki South Bay Motorsports Oceanside Suzuki Fator's Motorcycle Sales All American Honda-Suzuki	GEORGIA Metro Atlanta Cycles Roswell Honda/Suzuki Wagoner Cycle Works	MARYLAND The Cycle Shed	NEVADA Neveda Suzuki	OKLAHOMA Farr's Suzuki	WASHINGTON Federal Way Suzuki
IDAHO Carl's Cycle Sales Suzuki-Polaris of Twin Falls	IDAHO Carl's Cycle Sales Suzuki-Polaris of Twin Falls	MASSACHUSETTS Parkway Cycle	NEW JERSEY D & W Suzuki Milville Yamaha and Suzuki	OREGON Cycle Country Honda/Suzuki	WISCONSIN Doucas Cycle Midwest Action Cycle Larry's Cycle

THE '93 SUZUKI CONTINGENCY PROGRAM. YET ANOTHER WAY TO MAKE THE COMPETITION LOOK FOOLISH.

The Suzuki Contingency Program is back for 1993. With an incredible \$3.2 million up for grabs, more events and more classes than ever, and the deepest payouts in the industry. So start racing and start earning this fall, at events like the AMA Winter Olympics.

The 1993 Suzuki Contingency Program. What a concept. After you make the competition look silly, we pay you.

TEAR OFFS



Keep the red ribbons on the right, the blue on the left—and it's even harder than it looks! Sections like this typified the Trial des Nations near Watkins Glen, New York.

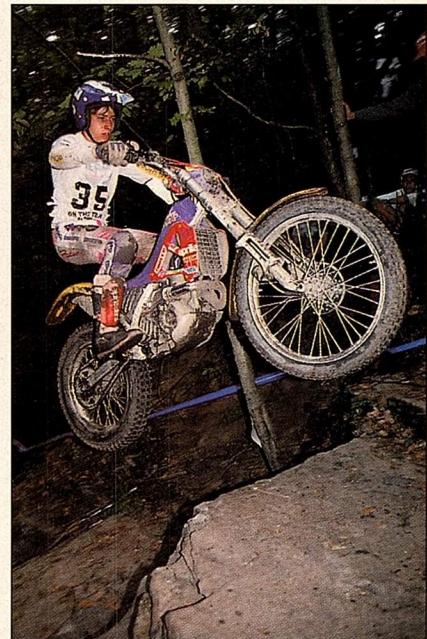


Though he'd already sewn up his third National title, Ryan Young skipped the world round to concentrate on extending his National win streak in Pennsylvania. He then led the U.S. team to ninth at the TdN.

AHVALA CROWNED CHAMP AT WATKINS GLEN; SPAIN SHOWS DEPTH FOR TdN WIN

It's been an up-and-down year for Spain's Jordi Tarres, the reigning (and four-time) World Observed Trials Champion. And it ended that way as the series finished in North America.

Going into the final two rounds in Canada and Watkins Glen, New York, Beta-mounted Tarres clung to a slim lead over Aprilia's pride, Tommi Ahvala, the first Finnish threat to the title since Yrjo Vesterinen won



Raymond Peters rode the world round in Watkins Glen on Saturday, a National in Pennsylvania on Sunday and the TdN back at the Glen on Monday. When asked his goal for the ambitious weekend, he replied simply, "Survive!"

Get a Hole-Shot on a Career as a Motorcycle Mechanic.

CHOOSE FROM 2 CAMPUSES
Phoenix, AZ • Orlando, FL

Basic and Advanced Professional Training

- Yamaha Endorsed Program
- American Honda Endorsed Program
- Harley-Davidson Endorsed PHD Program
- 2-Stroke Performance Including:
Flowbench Testing Dynamometer Testing
Expansion Chamber Design Porting
Blueprinting and Balancing Carburetor Jetting
- 4-Stroke Performance Including:
Flowbench Testing Dynamometer Testing
Camshaft Profiling Blueprinting and Balancing
- Placement Assistance
- Financial Aid for those who qualify

CALL TODAY TOLL-FREE

1-800-528-7995



Name _____
Address _____
City _____ State _____ Zip _____
Phone (_____) _____ Age _____ Financial aid info VA info Motorcycle info Marine info

Motorcycle Mechanics Institute

2844 W. Deer Valley Rd. • Phoenix, Arizona 85027 • 869-9644

DR

MMF The Strong & Silent Type!

MMF MOTO STAND

Very strong and lightweight, designed and constructed of only the highest quality materials. Molded 1/4" rubber pad glued and riveted on top. Formed 1/8" angled legs. Comes with deep dish grooveless tray so nuts and bolts don't get caught.



\$54.95

MMF TIE DOWNS

Soft Tie Design for reduced risk of scratches. Hand sewn double stitched for strength and durability. The finest tie down on the market. Come in a set of two, most colors available



\$14.95

MMF Specializes in :

- Bridgestone Tires • Klotz Fuel
- Porting & Head Modifications
- Shock & Fork Services
- Complete Machine Shop Services

CALL FOR INFO!

MMF RAMP

Made from 6063 T-5 Aluminum Alloy with zinc plated steel front flap. Available in 6' and 8' lengths with 5 1/2" inside diameter. Ramp is dimpled and rolled with reverse arch for strength

\$34.95 6-ft

\$39.95 8-ft



MMF FRAME GUARDS

Made from .063 Aluminum. Installs in minutes and comes complete with all necessary mounting hardware. The MMF Frame Guards reduce boot snagging and eliminates frame wear from boots. Polished finish. Available for Suzuki, Kawasaki, Yamaha and Honda 80cc - 500cc models.

\$39.95

MMF Racing

11783 East Slauson
Santa Fe Springs, CA 90670

310-693-9096

 Fax 310-693-2399 
Dealer Inquiries Welcome

three championships in a row from 1976 to 1978.

Ahvala rose brilliantly to the challenge in Rennie, Manitoba, his final score of 90 easily outdistancing runner-up Diego Bosis of Italy and young Spaniard Marc Colome. Tarres crumbled, perhaps feeling the pressure, and reeled off loops that got progressively worse, leaving him in fifth. It also dropped him behind Ahvala in points, 182-175, before the event at the Glen. To lose the lead and the championship, Ahvala would have to completely fold—not likely with the momentum he'd achieved.

In the first American-hosted world round since 1990, another of the young Spanish hotshots, Amos Bilbao, took the win with 50 points on his Gas-Gas. Running right with him at what many considered the best round of the season, Ahvala also posted 50 points, losing the tie on cleans.

Tarres set the pace for two and a half loops over the many waterfalls and steep, muddy climbs that characterized the trial. But on the third loop he faltered. "I think [that] last week I had bad concentration," he explained. "Today, I had good concentration, but on the third lap I had some problems; I had a puncture in my tire. It changed my concentration. After [that] I could not ride very well." He ended up flying several sections which dropped him to third for the day, runner-up for the season.

No Americans figured in the top 15 points-paying positions; the highest-placing homegrown talent was current AMA/NATC series runner-up Geoff Aaron, who lost 154 points for 30th place. Top U.S. trials rider Ryan Young opted not to compete, saving himself instead for the following day's National in his hometown of Williamsport, Pennsylvania, and the Trial des Nations the day after that back in Watkins Glen.

At the annual world team trials championship, Ahvala led all comers with his event-low of seven. Spain, however, put all four of their talented aces in the top six (only the top three scores are counted for team standings) to total 39 points. That gave the red and yellow (led by Colome, Bilbao and Tarres) their second TdN win in a row, with France carding 77 for second and the Italian *squadra*'s 82 ranking them third. Ahvala hoisted the Finns to fifth behind the trio from Great Britain while the U.S. earned ninth. As expected, Young led the American effort, followed by Aaron, Raymond Peters and Cory Pincock.

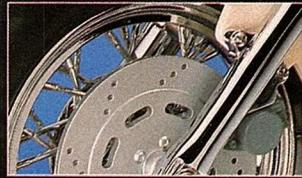
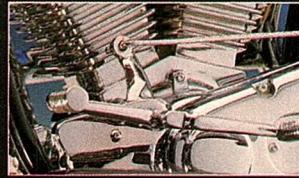
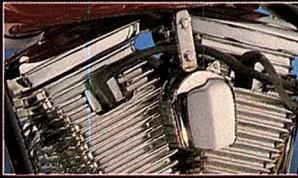
HARLEY-DAVIDSON®

Born in the U.S.A.



The precision-engineered model of the Harley-Davidson Heritage Softail Classic shown smaller than actual size of 9 1/4" (24.13 cm) in length. Scale 1:10.

HARLEY-DAVIDSON presents the first and only official die-cast replica of The Heritage Softail® Classic.



DETAIL FOR DETAIL AS AWESOME AS THE ORIGINAL. It is the Great American Freedom Machine. And it is re-created with unprecedented accuracy by Franklin Mint Precision Models.

From the classic "Fat Bob"® fuel tank to the wide-eyed Halogen headlights and spit'n polish head-lamp assembly. Handlebars actually turn the front wheel, shifter lever pivots and the seat

rides up and down on its own functional Softail suspension system. It's the ultimate die-cast model of the definitive Wild Th'ang. Yet, civilly priced at just \$135, in monthly installments.

Return Assurance Policy

If you wish to return any Franklin Mint Precision Models purchase, you may do so within 30 days of your receipt of that purchase for replacement, credit or refund.

ORDER FORM

FRANKLIN MINT PRECISION MODELS
FRANKLIN CENTER, PA 19091-0001

Please send me my precision-engineered replica of the Harley-Davidson® Heritage Softail® Classic, fully assembled and ready for display.

I need **SEND NO MONEY NOW**. Prior to shipment of my imported die-cast model, I will be billed for a deposit of \$27.* and, after shipment, for the balance in 4 equal monthly installments of \$27.*

*Plus my state sales tax.



PLEASE MAIL BY DECEMBER 31, 1992.

SIGNATURE _____
ALL ORDERS ARE SUBJECT TO ACCEPTANCE.

MR/MRS/MISS _____
PLEASE PRINT CLEARLY.

ADDRESS _____

CITY/STATE _____ APT. # _____

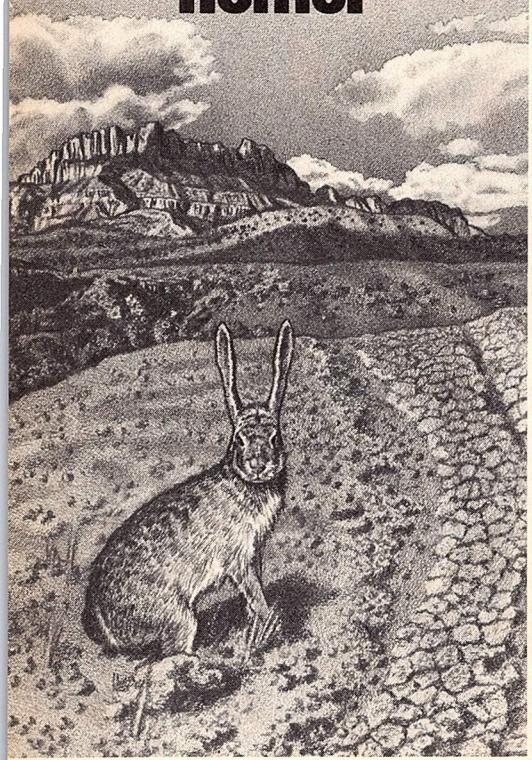
TELEPHONE # (_____) _____

© 1992 FMPM

14923-6RFB-53

The Harley-Davidson Heritage Softail Classic. Exclusively From Franklin Mint Precision Models.

There may not be a house for miles, but it's still someone's home.



Getting away from it all feels great. But if you don't respect the environment, there won't be any nature left to get away to.

While you're out there, be responsible and look out for yourself too. Wear a helmet, eye protection and protective clothing.

And before you go, read your owner's manual, and never ride under the influence of drugs or alcohol.

Respecting the environment doesn't mean you can't have fun.

It just means the fun will be around for a long time to come.

HONDA
Come ride with us.

© 1991 American Honda Motor Co., Inc. (3/92)

TEAR OFFS



Gary Girolimon's name was drawn to win this Honda XR650L at the Jack Noga Memorial Trail Ride (formerly the Leon Dube) in Manchester, New Hampshire. However, Gary generously gave his prize to John Petraszewski in recognition of his dedication to the event and the Cystic Fibrosis Foundation. Here, Petraszewski gets the keys from the owner of Tri City Cycle. "I think Gary is one of the most caring and giving people on the face of the earth," he declared. We'd have to agree.



PHOTO: MARK KARYA

We spied this set of prototype Smith goggles recently. It features an integral half-mask, and there's no foam on the top part of the frame. Instead, it breathes through the six vents in the top front of the frame. Also notable is the lens which slides into place; this goggle does away with the often-inconvenient task of aligning positioning posts and cutouts. No word yet on if/when it'll make it into production.

WHO ARE THOSE GUYS, ANYWAY?

By now you've no doubt seen the fancy fold-out ad for the '93 Yamaha YZs. (It's the one that asks what Damon Bradshaw is to the YZ and its engineers.) You know what Bradshaw looks like, but who are those other guys?

Well, they're not highly paid professional models. They are, however, genuine—and long-time—Yamaha employees. On the left is MX Team Manager Keith McCarty, in the middle is Don "Raymond Bradshaw" Dudek from racing, and on the right is Ed Scheidler from testing. (Years ago, Ed dubbed our editor "Wolfman".) Yamaha went to Washougal, Washington, to shoot the ad and an accompanying dealer video.

YOUNG'S RECORD CHALLENGING STREAK IS BROKEN

With round seven of the AMA/NATC National Observed Trials Series sandwiched between the final world round and the Trial des Nations, riders had to make a choice: concentrate on the National or go for the experience of the world round.

For Ryan Young, who clinched his third National title earlier, the answer was easy: extend his winning streak in the Nationals to 14, and in doing so inch closer to former National champ Scott Head's record of 16 straight National victories. Young's Aprilia teammate, Geoff Aaron, took second while Steve McNeal placed third at the somewhat soggy event in Williamsport, Pennsylvania.

Young didn't make it 15 wins in a row, however. At Wrentham, Massachusetts, Beta-mounted Ron Commo, Jr. topped the field. Aaron earned runner-up honors with Young slipping to third.

In the final event of the season, in Exeter, Rhode Island, Young started the long road to another potential record-breaking streak by winning over Commo and Aaron.

SON, NOT SUN!

We tried and tried, but for some reason in our mention of a certain U.S. ISDE Club team, an "o" kept getting changed to a "u". The correct name of the 26th-place Club team is Racers Under the Son! (You know, as in Son of God, not the star at the center of our solar system.) Hope this clears up any confusion.

“Out-powers Ford and Chevy hands down.”

- Certified by SCORE International, January 1992

Comparing this Dodge Dakota V-8 to other pickups is easy. There's simply no comparison.

Compacts like Ranger and S-10 just can't measure up.



Dodge Dakota 4x2 Club Cab out-paces full-size regular cab pickups 0-60, with 1,150 lbs payload and with 6,040 lbs combined payload and trailer weight.¹

They don't have this Dakota's available payload. Its power. Certainly not the quickness off the line. And we can prove it.

In a whole series of SCORE certified tests, a mid-size Dakota, equipped with a 5.2L

Magnum V-8, flat out-ran the most powerful compacts Ford or Chevy have to offer. Out-accelerating them with loads and without. Even when loaded up with a trailer, too!¹

With that 230 hp power plant pulling for it, Dakota overpowers full-size Ford and Chevy half-tons, as well. Out-running them, empty and loaded. And delivering more horsepower and more available towing than a standard F150 or C1500 pickup.

All in all, it's one very powerful story. Just one more example of how our Magnum engines make Dodge the most powerful line of trucks anywhere.²

Call 1-800-4-A-DODGE
for a free product brochure.



Dodge Dakota LE Club Cab
5.2L Magnum V-8



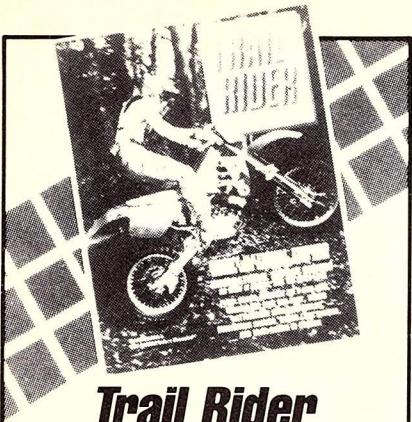
BUY OR LEASE AT YOUR DODGE DEALER. Buckle up for safety.

See limited warranties at dealer, exclusions & restrictions apply.



¹Dakota 4x2 Club Cab out-ran Ford & Chevy compact extended cabs 0-60, empty, w/960 lbs payload & w/5,850 lbs combined payload & trailer weight. All trucks equipped with auto. trans. & max. avail. axle ratios. Graph not proportional to test data. ²Overall total combined model scores. All claims and comparisons based on '92 models/data.

TEAR OFFS



Trail Rider Magazine

There's a magazine on the East Coast that specializes in hare scrambles and enduro riding called **Trail Rider**! We cover ECEA, NETRA, VCHSS, GNCCC and all interesting events and two-wheeled happenings in the northeast. **Trail Rider** is for people who love to ride in the trees, mud and rocks; have a bike with a headlight on it; and think that the first priority in life is having fun!

Trail Rider is not available on the newsstands. For a 12-month subscription, send \$18 in U.S. funds to:

Trail Rider Magazine
P.O. Box 129, Medford NJ 08055

CANADA PLEASE ADD \$4 U.S. AND OTHER FOREIGN COUNTRIES \$5 U.S. PER SUBSCRIPTION FOR ADDITIONAL POSTAGE. PLEASE ALLOW FOUR WEEKS FOR DELIVERY OF FIRST ISSUE.



Suzuki's Jan Hrehor zipped out of the Ohio woods to score his first National win after getting third in Pennsylvania. The speedy Czech holds a solid fourth in points in the 10-event series; three rounds remain, and a rider's eight best finishes count.



Defending series champ Scott Summers raced in Pennsylvania, but his healing wrist held him to ninth. Ohio found him in much better condition, and he sped to a fourth. Still, it'll be tough for him to win the title a third time.

PHOTOS: JIM TALKINGTON

Call TOLL FREE for Membership Information

- Full Time Government Relations To Protect Your Right To Ride
- Participate In Thousands Of Sanctioned Events
- Monthly Magazine
- Discounts, Trip Routing, Club Information
- MORE! Call TODAY:

800 AMA JOIN
AMERICAN MOTORCYCLIST ASSOCIATION



KTM's Scott Plessinger is psyched to win the AMA National Hare Scrambles Series a second time. A win at round six in Hookstown, Pennsylvania, followed by a second in Millfield, Ohio, gave him the momentum and the point lead.

COMPETITION CALENDAR

MOTOCROSS

CMC MULTI NATIONAL/GOLDEN STATE WARM-UP

- December 13
Glen Helen OHV Park
San Bernardino, CA
Promoter: Continental Motosport Club
714/880-0016

OFF-ROAD

BEST IN THE DESERT GRAND SLAM CHAMPIONSHIP SERIES

- December 4-6
Riverside Hotel/Laughlin U.S. Hare Scrambles Championship (series finale)
Laughlin, NV
Promoter: Best in the Desert
702/457-5775

MOTORCYCLE SHOWS

- December 11-13
Anaheim Convention Center
Anaheim, CA
Promoter: Advanstar Expositions
714/252-5300

*Christmas
shopping needn't
be a dirty job
this year!*

**PARTS
UNLIMITED®**



“Take this list to my favorite dealer!”

Hey!

Mom Dad Brother Sister Grandma
 Grandpa All of the above

Please forget the standard, “non-essential” gifts this year.
Take a look at the *GREAT STUFF* I’ve selected from this wish list
and race on down to my favorite dealer.

MY FAVORITE DEALER IS:

MY STATS

Name:

Waist: *Youth* *Adult*

Jersey: *Youth* *Adult*

Glove: *Youth* *Adult*

Boot: *Youth* *Adult*

Helmet:

MY BIKE

Make:

Model:

Size:

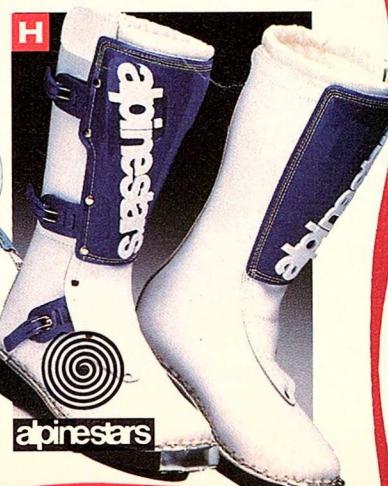
Year:

Oh yes! A big thanks! (in advance)

P.S. He also has lots of stocking stuffers!

PARTS
UNLIMITED[®]

CHRISTMAS IS FOR KIDS!



A ANSWER SPORT

- Sport Pant...\$99.95
 - Blue/black/navy
 - Pink/black/blue
- Sport Jersey...\$19.95
 - Blue/black/navy
 - Pink/black/blue
- Sport Boot...\$129.95
 - Blue

B ROK II CHEST PROTECTORS

- ROK II Chest Protectors...\$42.95
 - Red/white
 - Blue/white

C A-4 YOUTH GLOVES

- A-4 Youth Gloves...\$33.95
 - Pink/blue/yellow
 - Green/blue/pink
 - Blue/navy/pink
 - Red/black/gray

D O'NEAL PRO-LITE

- Pro-Lite Jersey...\$19.95
 - White/blue-aqua
 - White/red-yellow
 - White/yellow-pink
- Pro-Lite Pants...\$99.95
 - Red/black
 - Aqua
 - Fl. yellow/aqua
- Pro-Lite Gloves...\$23.95
 - Blue
 - Red
- Mini-Pro Boots...\$126.95
 - White
 - Red
 - Blue
 - Black

E RACE KITS

- Race Kits (pants and jersey)...\$79.95
 - Pink/blue
 - Red/gray
 - Purple/black
 - Blue/gray
 - Green/blue
- MX Jersey...\$16.95
 - White/pink
 - White/red
 - White/purple
 - White/blue
 - White/green

F POWER PANTS II

- Power Pants II...\$119.95
 - Royal/cyan

G KID'S CHEST PROTECTOR

- Kid's Chest Protector...\$44.95

H TECH 1 BOOTS

- Tech 1 Boots...\$159.95

PARTS UNLIMITED

SINISALO®

A WARD REPLICA JERSEY

• Cotton jersey with padded elbows, extra long cut in back, and supercross logos.

Ward Replica Jersey... \$32.95

B SPORT GLOVES

• Offer comfort, protection, and durability with heavy-duty construction, full-coverage foam padding, synthetic palm and Velcro wrist straps.

Sport Gloves... \$34.95

- Pink Green
- Red (not shown) Blue

C SCD AIR GLOVE

• Features dual color Biofoam padding, die-cut vents, mesh lining, Clarino palm, Velcro wrist strap and Kevlar thumb. Made in Finland.

SCD Air Glove... \$44.95

D SSO PANTS

• Include Flexguard™ knees, 2-color spandex and SSO fabric. These pants were the first to incorporate I.D. text into the tactel. Made in Finland.

SSO Pants... \$169.95

- Black/pink/yellow (sizes 28-38)
- Royal/black/pink (sizes 28-42)
- Red/black/yellow (sizes 28-42)
- Purple/blue/pink (sizes 28-38)

E SPORT JERSEYS

• The most jersey for the money! 100% cotton construction, stretch ribbing and breathable graphics.

Sport Jersey... \$25.95

- Fluorescent pink (sizes M-XXL)
- Blue/black (sizes M-XXL)
- Red/red (sizes M-XXL)
- Purple/yellow/blue (sizes M-XXL)



MADE IN FINLAND

**PARTS
UNLIMITED®**

SINISALO®



F SCD II PANTS

• These pants were the first to use patented Biofoam padding on the hips, waist and thighs. Also feature a contoured fit, injection-molded lettering, wide 3-color spandex, Belcord fabric with plush inner lining and Kevlar knees. Made in Finland.

SCD II Pants...\$179.95

- Blue/black (sizes 28-42)
- Aqua/pink/green (sizes 28-38)
- Red/black (sizes 28-42)
- Pink/yellow/aqua (sizes 28-38)

G FLEXGUARD BIOFOAM BELTS

• Feature thermaweld graphics and Velcro straps.

Flexguard Biofoam Belts...\$39.95

- Blue/blue/yellow
- Black/purple/orange

H SCD BELTS

• Include lycra covered Biofoam base protection, plastic inserts, silk-screened graphics and 2-stage Velcro straps.
• Fit waist sizes 28-38.

SCD Belts...\$45.95

- Pink/blue Green/blue
- Red/gray Blue/gray

SCD

ELBOW GUARDS

• Offers extra protection from impacts. One size fits all.

SCD Elbow Guards...\$33.95

- Red
- Blue

J SINISALO GEAR BAGS

Perfect for carrying your Sinisalo gear and more.

Large Gear Bag...\$49.95

- (18" x 16" x 23")

Small Gear Bag...\$36.95

- (18" x 10" x 12")

K WARDY CHAMPION T-SHIRT

Features bold and colorful graphics. 100% cotton.

Wardy Champion T-shirt...\$16.95

- White (sizes S-XL)



PARTS UNLIMITED

ANSWER®

ANSWER APEX JERSEYS

All-Over Gel Print graphics wrap this jersey from front to back. Padded elbows and 60% cotton, 40% poly construction for total comfort. Available in Small to X-large.

Answer Apex Jerseys... \$49.95

- A** Blue/royal/black
- B** Black/rhodamine/teal
- C** Violet/neon red/black
- D** Black/violet/purple
- E** Violet/blue/white

ANSWER APEX PANTS

Possibly the world's most advanced pant ever. Kevlar covered foam protection with stretch Kevlar on the knees, a wrap around tapered spandex design, plus Lycra covered foam leg logos captured by a soft plastic frame make this the most comfortable and protective pant ever offered. Available in size 28 to 38.

Answer Apex Pants... \$189.95

- A** Black/royal/black
- B** Teal/black/rhodamine
- C** Black/neon red/violet
- D** Purple/black/violet
- E** White/violet/orange

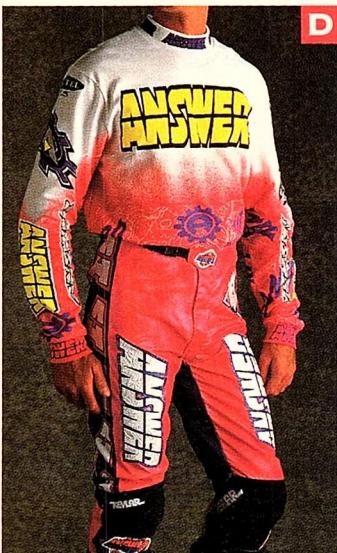
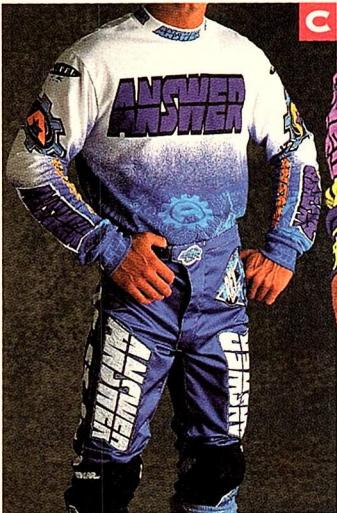
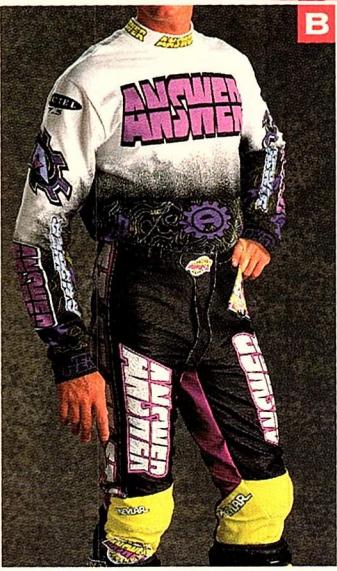
Apex Jerseys available now.
Santa's helpers can deliver
Apex pants Dec 1st.

**PARTS
UNLIMITED**



ANSWER

ANSWER REVOLUTION JERSEYS



Answer creates another "revolution" with a jersey that works as well as it looks. A durable Cotton/Poly blend and Tactel fibers create a fabric that actually wicks the sweat from your body where it evaporates at the surface of the jersey, keeping you dry and cool. The look doesn't stop at the front either with full wrap around graphics, and printed cuff and collar. Available in sizes Small to XX-large.

*Answer Revolution
Jerseys...\$54.95*

- A** Purple/violet/yellow
- B** Purple/black/violet
- C** Violet/royal/blue
- D** Yellow/neon red/violet

ANSWER REVOLUTION PANTS

The pants Mike Kiedrowski and Brian Swink helped develop while racing the Nationals and Supercrosses. Bright Tactel & twill material, combined with stretch Kevlar in the knee area and extra wide side Spandex in the legs and behind the knee give this pant unsurpassed comfort and durability, even with knee braces. Soft embossed logos. Available in 28 to 38.

*Answer Revolution
Pants...\$149.95*

- A** Yellow/black/violet
- B** Black/black/purple
- C** Royal/black/navy
- D** Neon red/black/navy

**PARTS
UNLIMITED**

ANSWER®

ANSWER EDGE JERSEYS

The favorite jersey of the pros when the going gets hot. 100% cotton keeps you very cool, very comfortable. Available in size Small through X-large

Answer Edge Jerseys...\$22.95

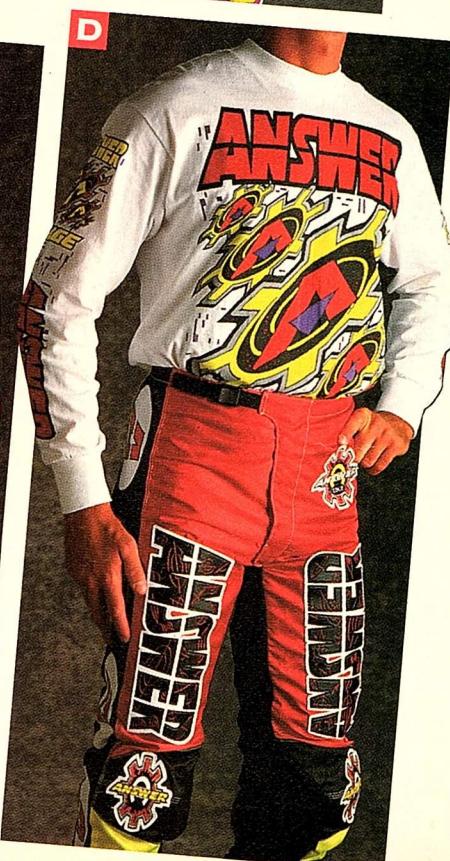
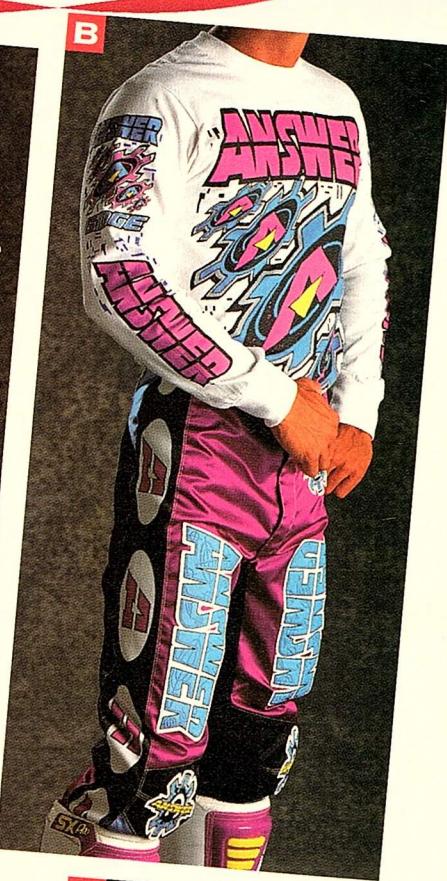
- A** Blue/violet/black
- B** Purple/blue/black
- C** Pink/blue/black
- D** Red/yellow/black

ANSWER EDGE PANTS

Look like a million bucks without spending the family fortune. Made from durable Antron & twill materials, extra wide side spandex, sewn on graphics, Tri-Color cut, embossed logos. Knee cups & hip pads included. Available in size 26 through 38.

Answer Edge Pants...\$109.95

- A** Blue/white/black (26-42)
- B** Purple/blue/black
- C** Black/pink/blue
- D** Red/yellow/black



FACTORY EFFEX STICKER KITS

Just like the factory teams use. Virtually scratch-proof and printed on super thick ultra curve material so they won't bubble or wrinkle - even on radical curves.

- A** Helmet Graphics... \$22.95
- B** Rear Fender Kits... \$11.95
- C** Sponsor Kits... \$9.95
- D** Fork Shields... \$9.95
- E** Shroud Graphics... from \$12.95

F ANSWER REVOLUTION GLOVES

Pre-curved cut, embossed finger gussets, washable synthetic leather palm, mesh top and knit finger spandex. Available in Small through X-large. Lifetime guarantee.

Answer Revolution Gloves... \$33.95

- Bright blue
- Purple
- Violet
- Neon red

G ANSWER APEX GLOVES

Durable Kevlar, thick padded back, washable synthetic leather palm, knit finger spandex, new easy wrist strap, cool mesh top and pre-curved fit. Available in Small through X-large.

Answer Apex Gloves... \$36.95

- Neon red/violet
- Magenta/jade
- Bright blue/violet
- Violet/purple
- Navy/blue

H ANSWER PROFORM SUPPORT BELT

The first "tunable" kidney belt. The anatomically designed independent panels feature pop-in stays of different densities to give you the exact amount of support needed. All colors available in adult sizes 32-36. Red and blue also available in sizes 38-42.

Answer Proform Support Belt... \$39.95

- Red
- White
- Pink
- Blue
- Green
- Purple

**PARTS
UNLIMITED**

A "PRINTS" JERSEYS

New all-over graphic design race jersey is constructed of a generous cut heavyweight 60/40% cotton/poly blend fabric. Special elbow padding and a long-tail cut.

"Prints" Jerseys...\$49.95

- Cyan/royal
- Fluorescent yellow/purple
- Fluorescent red/purple

B I.F.S. PANTS

O'Neal's Integral Flex System features an exclusive V-shaped pattern that increases flexibility and cooling. 24-carat Tactel fabric and high-memory Spandex for the best in body-hugging durability and injection-molded plastic lettering offers over 230 square inches of flexible protection from hip to knee. Enlarged stretch Kevlar knees accomodate all popular braces and contoured kneecups are included.

I.F.S. Pants...\$199.95

- Aqua/gray
- Rainbow diamond plate
- Purple/yellow
- Gray/black diamond plate
- Royal/gray diamond plate

C GEO/3 GLOVES

Full-coverage closed cell GEO-foam padding with extended deflector cuff, Clarino synthetic palm padding and terry interior lining mean cool comfort. Exclusive one-year warranty.

GEO/3 Gloves...\$44.95

- Black
- Blue
- Pink
- Red

D GEO FOAM BELTS

Exclusive adjustable Lumbar Support System for personalized fit. Includes two terry-covered, Velcro-backed pads that can be positioned for maximum support.

GEO Foam Belts...\$39.95

- Aqua
- Black
- Fluor. pink
- Red/white
- Blue/white

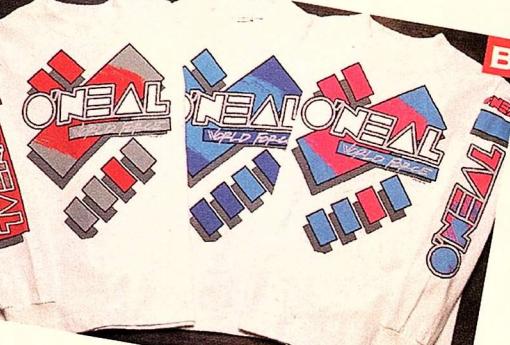
O'NEAL



**PARTS
UNLIMITED**

O'NEAL

KID'S GEAR - All of the features of the adult gear but sized specifically for kids



A PRO-LITE PANTS

Antron fabric with spandex side panels. With foam hip pads and synthetic leather knee pads.

Pro-Lite Pants...\$99.95

- Red/black
- Fl. yellow/aqua
- Aqua

B WORLD FORCE AND TEAM JERSEYS

100% cotton, all have long tails, absorbent cuffs and collars.

World Force and Team Jerseys...\$19.95

- World Force Red/gray
- World Force Blue/gray
- World Force Pink/gray
- Honda Blue
- Honda White
- Kawasaki Blue
- Kawasaki White
- Suzuki Blue
- Suzuki White
- Yamaha White/magenta

C PRO-LITE GLOVES

High-density, two-color polyurethane foam padding, mesh fabric back and spandex side panels.

Pro-Lite Gloves...\$23.95

- Blue
- Red

D PRO-LITE BELTS

Vented mesh construction for ample ventilation and four anatomically designed polymer back stays for firm support.

Pro-Lite Belts...\$24.95

- Blue/white

E MINI PRO BOOTS

Miniature versions of O'Neal's top-of-the-line boots. All leather with plastic inner reinforcements, steel sole inserts and Quick Draw speed lacing with Velcro closures.

Mini Pro Boots...\$126.95

- White
- Red
- Blue
- Black

F MINI RACER PROTECTOR

Made of injection-molded plastic with Lycra-covered foam padding around neckline and high-density foam padding around edges.

Mini Racer Protector...\$79.95

- Red
- White/red
- White/blue
- Blue/blue
- Green/blue

**PARTS
UNLIMITED**

A CONCEPT PANTS

- Padded spandex is tapered from top to bottom for a better fit.
- Kevlar knee sections stretch over knee braces, providing lightweight protection.

Concept Pants...\$169.95

Lime/pink Black/yellow
 Purple/pink Royal/cyan

B STEREO CONCEPT JERSEYS

- 75/25 poly/cotton material.
- Terrycloth collar and cuffs.

Stereo Concept Jerseys...\$49.95

Lime/pink Black/yellow
 Purple/pink Royal/cyan

C KEVLAR CONCEPT GLOVE

- Anatomically correct Kevlar palm and thumb pad.
- Dual wrap wrist closure.

Kevlar Concept Glove...\$39.95

Lime/pink Black/yellow
 Purple/pink Royal/cyan

D POWER PANTS II

- Made of JT's exclusive abrasion-resistant Satinyl fabric.
- Anatomical cut with 2 in. spandex down each side.

Power Pants II...\$119.95

Lime/pink Black/yellow
 Purple/pink Royal/cyan

E CONCEPT PRO-TOUR JERSEYS

- 75/25 poly/cotton material.
- Terrycloth collar and cuffs.

Concept Pro-Tour Jerseys...\$49.95

Lime/pink Black/yellow
 Purple/pink Royal/cyan

F CONCEPT SUPERCROSS JERSEYS

- 100% pre-shrunk heavyweight cotton knit.
- Rib-knit collar and cuff.
- Superior moisture transport and durability, wash after wash.

Concept Supercross Jerseys...\$29.95

Lime/pink Black/yellow
 Purple/pink Royal/cyan

G HALF-BREED II GLOVES

- Vented nylon and Clarinol palm with Life Line palm padding.
- Vented back with spandex side panels.
- Velcro closure.

Halfbreed II Gloves...\$31.95

Blue/white Lime/black
 Pink/black Red/white

JT
RACING



**PARTS
UNLIMITED**

BIEFFE

**TEAM
BIEFFE
GEAR**



A



B



B



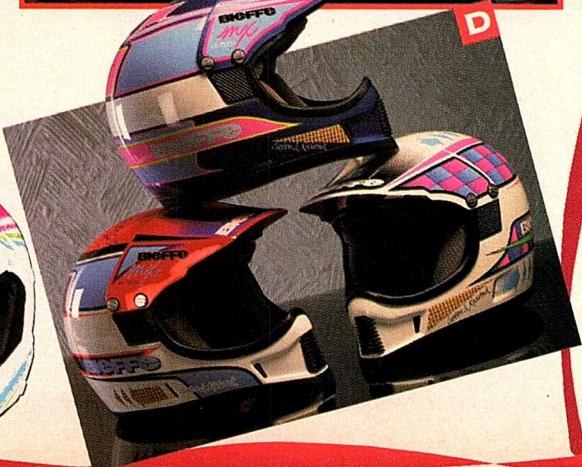
E



C



F



A TEAM JERSEYS AND PANTS

Jerseys are 50/50 poly cotton blend with padded elbows, absorbent cuffs and collars. Pants are heavy denier nylon with Kevlar reinforced knee area.

Both feature bright Team Bieffe graphics. Jerseys in sizes S to XXL, Pants 28 to 38.

Team Bieffe Jersey...\$44.95

Team Bieffe Pant...\$154.95

Black/pink/yellow

Black/orange/purple

B TEAM BOOT

Handcrafted, top grain leather MX boots designed to match the Team Bieffe clothing. New shock absorbent rubber sole. Available in adult sizes 7-13.

Two Color Team Boot...\$239.95

Three Color Team Boot...\$244.95

White/blue Wh/pink/purple

Black/white Wh/org/purple

Red/white

C TEAM MX HI-TECH HELMET

Hi-tech carbon/Kevlar blend shell is lightweight and features hi-gloss paint with bold graphics. Goggle grips, full ventilation and a cool, comfortable, moisture absorbent, Champell interior. Snell 85 and DOT certified. Available in adult and child sizes.

Team MX Hi-Tech...\$259.95

D MX HI-TECH MULTI COLOR HELMET

All the great features of the Team Hi-Tech but with graphics its own.

MX Hi Tech...\$259.95

E BX-6 "COLORS" HELMET

BX-6 "Colors" features a Kevlar/fiberglass shell, goggle strap groove, fully ventilated chinbar, and a comfortable terry cloth interior. Two color combos, Snell '85 and DOT certified.

BX-6 "Colors" Helmet...\$169.95

F 280 SX

Open face helmet with painted polycarbonate shell and custom textured graphics. Full-face look with bolt-on visor and mouthguard. DOT certified.

280 SX...\$99.95

**PARTS
UNLIMITED**

A RACE KIT FOR KIDS

• The race kit includes matching MX pants and Series 1 jersey.

Race Kit for Kids...\$79.95

- Pink/blue
- Blue/gray
- Red/gray
- Grn/blue
- Pur/blk

B MX PANTS

• 100% nylon with cuffs, elastic waist.
MX Pants...\$79.95

- Blue/gray
- Pink/blue
- Red/gray
- Grn/blue
- Pur/blk

MX JERSEY

• 100% cotton for cool comfort.

MX Jersey...\$18.95

- White/blue
- White/pink
- White/red
- White/purple
- White/green

C USA WET-TEX ENDURO SERIES 1 AND 2 JACKETS

• 1000 denier cordura nylon shell.
• Series 1 is shorter than Series 2.

Series 1...\$124.95

- Red
- Navy

Series 2...\$149.95

- Red
- Navy

USA WET-TEX SERIES 1 PANTS

• 1000 denier cordura shell.

USA Wet-Tex Series 1 Pants...\$99.95

- Red
- Navy

D SRS 39 GLOVE

• Spandex gussets and vented nylon.
SRS 39 Glove...\$21.95

- Red/white
- Blue/white

E CANTEENS

• 1000 denier carrying pouch.

Canteens...\$11.95

- Quart, red
- Pint, red
- Quart, navy
- Pint, navy

F TOOL KIT BAG

• 100% cordura nylon construction.
Tool Kit Bag...\$39.95

- Red
- Navy

G BLADDER BAG

• 100% nylon cordura construction.

• Comes with clips for accessories.

Bladder Bag...\$39.95

- Red
- Navy

H ACCESSORY BAG

• 1000 denier cordura nylon waist pouch with clips.

• Measures 4" L x 2" W x 9" H.

Accessory Bag...\$11.95

- Red
- Navy

USA
Racing



**PARTS
UNLIMITED**

vector



A

RAM AIR II

- Molded polycarbonate shell with high tech urethane coating.
- The Ram Air venting system showers air over the head.
- Includes two sets of louvers (one for "closed" position, one for "open").
- New, four screw visor is vented and features coordinated graphics.
- Removable, washable terry cloth liner.
- DOT certified.

Ram Air II... \$84.95

- White/magenta/purple
- White/blue/blue
- Black/pink/blue



B

MINI V

- An off road helmet that is built especially for the younger rider.
- Injection molded polycarbonate shell.
- Chin piece is injection molded and permanently attached.
- Youth size medium only (6 3/4).
- DOT certified.

Mini V... \$79.95

- White/purple/magenta
- White/lt. blue/dk. blue
- Red/lt. blue/dk. blue
- Black/silver/pink/blue



C O/F II



C O/F MX

O/F MX AND O/F II

- Injection molded polycarbonate shells with a high-gloss polyurethane paint finish.
- Brushed nylon interior that wicks away moisture.
- Tri-flo visor is designed to prevent lifting at speed.
- The O/F MX features WILD NEW graphics and an adjustable/ removable rock guard with closed cell foam for added protection.

O/F MX... \$69.95

- White/pink/purple
- White/cyan/royal

O/F II... \$54.95

- White/purple/magenta
- White/blue/blue
- Red/blue/blue
- Black/pink/blue

**PARTS
UNLIMITED**

SOMETHING TO PUT YOUR

A SX-PRO BOOT

Gaerne SX-Pro...\$239.95 - 259.95

- Blue/blue
- White/pink
- Red/red
- White/purple
- Black/yellow



A



B GEO/3 BOOT

O'Neal Geo/3...\$224.95

- Purple
- White
- Red
- Blue
- Black

C PRO-LITE BOOT

O'Neal Pro-Lite...\$149.95

- White
- Black
- Red
- Blue

D MX TROPHY BOOT

Styl Martin MX Trophy...

\$184.95

- White/pink
- Red/white
- Blue/white
- White/white
- White/green

E MX 1 BOOT

Bieffe MX 1...

\$179.95 - 189.95

- White/blue
- Blue/blue
- Black/black
- "Colors"/white

A

B



C



STYL MARTIN



E



**PARTS
UNLIMITED**

Allsport Ankle MX™

A ALLSPORT ANKLE MX

- Five years of development have produced an ankle brace that easily fits inside MX boots or shoes.
- Worn by Trampas Parker, Jimmy Button, Ezra Lusk, Ryan Hughes, Mike Brown, Chris Young, Jeff Dement and many more top pros and amateur riders.
- Protective lateral and medial support prevents painful injuries.
- Provides protection against impact with engine cases, rocks, etc.
- Perfect for acute and long-term management of ankle injuries.
- Lightweight, non-restricting anatomically correct design.

Adult Ankle Brace...\$44.95
 Youth Ankle Brace...\$39.95



ALLSPORT DYNAMICS™



B LEAD DOG T-SHIRTS

- Heavyweight 100% cotton white T-shirts.
- Multicolor screen printed designs at the front of the fashion pack.
- Available in M, L, and XL.

Lead Dog T-shirts...\$15.95



LEAD DOG Sportswear™



C EMBROIDERED CAPS

- Embroidered designs look great and last a long time.
- One size fits all.

Embroidered Caps...\$15.95

D ALLSPORT ANKLE STICKERS

- Colorful designs look good anywhere.
- Small size measures 1 1/2" x 5", large size measures 12" x 22" and is perfect for box vans or trucks.

Small Ankle Sticker...\$1.00
 Large Ankle Sticker...\$19.95

apinestars


A

A TECH 7

- Give the best this Christmas.
- Full-grain 4mm thick leather.
- Internal "GEL" cups.
- One-piece inner ankle support.
- Four unique cam buckles are easily adjustable.
- Multi-layer sole with replaceable inserts.

Tech 7...from \$279.95

<input type="checkbox"/> White/blue	<input type="checkbox"/> White/red
<input type="checkbox"/> Gray/white	<input type="checkbox"/> Black
<input type="checkbox"/> Black/purple	<input type="checkbox"/> Wild/blue


C

B TECH 3

- Give your hotshots hot boots!
- TECH 3 offers quality, technology and style at an affordable price.
- Top-grade, split-grain 3mm leather.
- Lightweight E.V.A. closed cell internal padding.
- Internal "GEL" cups.
- One-piece inner ankle support.
- Four unique cam buckles are easily adjustable.
- Multi-layer sole with replaceable inserts.

Tech 3...\$219.95

<input type="checkbox"/> White/blue	<input type="checkbox"/> White/red
<input type="checkbox"/> Blue/blue	<input type="checkbox"/> Black/purple
<input type="checkbox"/> Gray/white	<input type="checkbox"/> Black


B

C TECH 1

- Anatomically designed for kids, not just an adult boot made smaller.
- Three multi-adjustable cam-lock buckle closures.

Tech 1...\$159.95

<input type="checkbox"/> White/blue

D VICTORY II

- Classic styling with hi-tech protection.
- Full-grain 4mm thick leather.
- Full leather lining has internal molded nylon panels.
- Internal "GEL" cups.
- Multi-layer sole with replaceable inserts.
- Four unique cam buckles.

Victory II...\$249.95

<input type="checkbox"/> White	<input type="checkbox"/> Black
<input type="checkbox"/> Blue	<input type="checkbox"/> Red

**PARTS
UNLIMITED**

GET SERIOUS. GET A BELL.



Jingle BELLs

MOTO 6 AND SPORT 2000

Bell's new Moto 6 and Sport 2000 have left the competition in Santa's sleigh this year. Complemented by stylish graphics and improved ventilation, these Snell approved helmets are made with Bell's special ProWeave® blend of Kevlar and fiberglass, making them both lightweight and aerodynamic. So why not ring in the New Year with a new "Bell" and make someone (or yourself) a happy rider.

Moto 6...\$366.00

- White Fast Boyz
- White/red White/green
- White/blue Silver/blk/blue

Sport 2000...\$280.00

- White
- Wineberry
- Black
- Anthracite
- Blk/pink/blue
- Wht/pur/blue
- Blk/red/blue
- Wht/teal/pink
- Wht/pink/blue
- Blk/silver/grn



**PARTS
UNLIMITED**

SCOTT



A SUPER V GOGGLES

- All new for 1993!
- Scott's exclusive new sweat system is designed to eliminate excess sweat.
- Venturi ventilation system for maximum air flow.
- New strap clips improve helmet fit.
- Uses all Model 89 lenses, but is smaller in size to improve helmet fit.
- Also available in a watercraft version.

Super V Goggles...\$34.95

<input type="checkbox"/> Black	<input type="checkbox"/> Neon yellow
<input type="checkbox"/> Blue	<input type="checkbox"/> Purple
<input type="checkbox"/> Cranberry	<input type="checkbox"/> Red
<input type="checkbox"/> Graphite	<input type="checkbox"/> White

B MEGA SERIES - COMPETITION GOGGLES

- The name says it all!
- Custom airbrush three-color fade and splash painted black, neon pink and neon yellow frame.
- All of the great Model 89 features.

Mega Series Competition Goggles...\$54.95

C MEGA SERIES - STANTON SUPER AMERICA GOGGLES

- The #1 goggle.
- Custom airbrush three-color fade and splash painted red, white and blue frame.
- Features Jeff Stanton's signature on strap.
- All of the great Model 89 features.

Mega Series - Stanton Super America Goggles...\$54.95

D COMPETITION GLOVES

- Foam padded back for great fit and feel.
- Lightly padded palm and pre-curved tapered fingers.
- Velcro wrist strap and spandex panels for comfort.
- Fully washable.

Competition Gloves...\$29.95

<input type="checkbox"/> Blue/gray/blk	<input type="checkbox"/> Black/gray/yel
<input type="checkbox"/> Red/gray/blk	<input type="checkbox"/> Blue/gry/pink



**PARTS
UNLIMITED**

SMITH®

CLEARLY THE BEST GIFT YOU CAN GIVE

A TURBO FAN GOGGLES

- Battery-powered fan provides cooling air.
- Large frame fits over eyeglasses.
- Includes battery and no-fog cloth.

Turbo Fan Goggles...\$99.95

B SMX OR CMX W/LUNAR LENS

- A sizzling Hot combination, the Smith SMX goggle and the LUNAR solar mirrored lens provides visual clarity in a wide variety of light conditions.
- Radical "Road Kill" strap graphics in electrifying colors.

SMX or CMX W/Lunar Lens...\$52.95

C SMX AND CMX RACER PACKS

- Racer pack includes SMX or CMX goggles with the Smith IFR model Roll Offs Film Advance System.
- High quality, high performance and high savings over purchasing components separately.

SMX and CMX Racer Packs...\$54.95

D I.F.R. ROLL OFF'S

- For Smith, Scott and Oakley goggles.
- Substantially easier loading system and a 48% reduction in parts.
- Two rolls of clear Smith film included.

I.F.R. Roll Off's...\$34.95

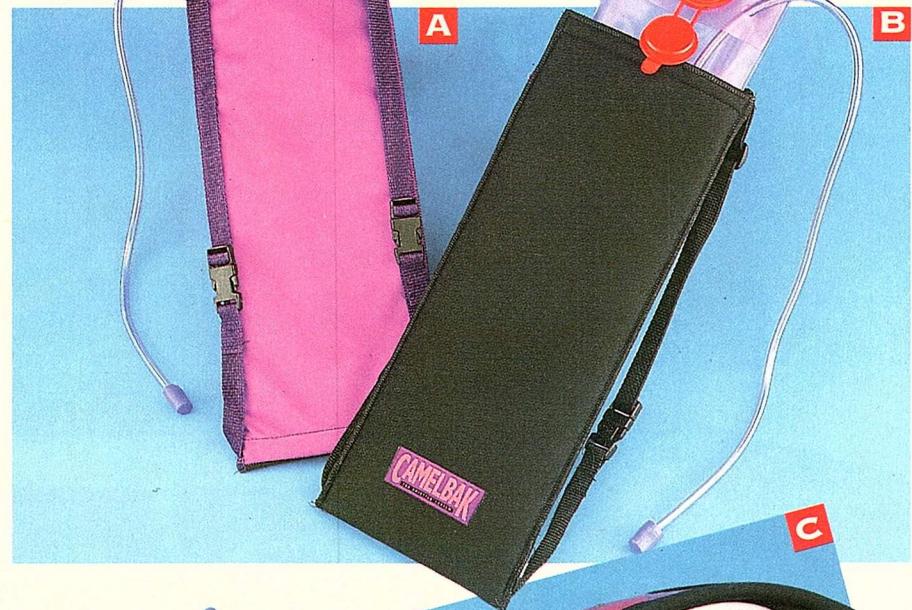


**PARTS
UNLIMITED**

CAMELBAK®

Drinking system

Hydrate or Die



A THERMALBAK DRINKING SYSTEM

- The ThermalBak Model is designed to deliver over four hours of ice cold or piping hot liquids.

- Operates hands-free, allowing you to drink and stay refreshed while riding.
- Constructed of lightweight, washable materials with adjustable straps and quick release buckles.

ThermalBak Drinking System...\$34.95

B ICEBAK DRINKING SYSTEM

- Looks and acts much like the ThermalBak except the IceBac will actually cool you off.
- Transfers temperature of carried liquid to cool body core.
- Adjustable straps and quick release buckles.

IceBak Drinking System...\$34.95

C GP HELMET KIT

- The GP Helmet Kit is designed to allow any CamelBak Drinking System to be worn and used with a full face helmet.
- Quick disconnect feature allows you to disconnect the helmet tubing from the CamelBak unit without it leaking.
- Tubing mounts within the helmet padding to prevent any wind drag.
- The first six inches of the mouthpiece is formable and will retain adjusted position.

GP Helmet Kit...\$47.95

D ACCESSORIES

- The "Humpty Pak" hooks onto any existing CamelBak and functions as a carry pouch for miscellaneous items.
- "Tubing Insulator" is a tube covering that keeps fluids at original temperature.
- "Lifeline Gripper" quickly attaches the lifeline to the chest protector without the use of zip ties.
- "Replacement Bladder Assembly" includes lifeline.

Humpty Pak...\$7.95

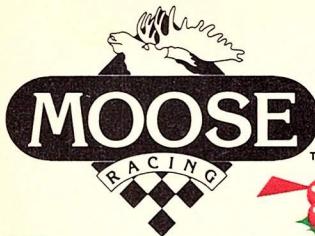
Tubing Insulator...\$4.50

Life Line Gripper...\$1.95

Replacement Bladder Assembly....\$15.95



PARTS UNLIMITED



MERRY X-MOOSE!

A ALUMINUM HANDGUARDS

Handguards and protectors add safety and look swell too.

Handguards...\$38.95 - 43.95

- Blue Red Silver
- Hand Protector...\$19.95

B CHAIN ROLLERS AND CHAIN SLIDERS

Stronger than stock, for less money.

- Chain Rollers...\$12.95
- Chain Sliders...\$26.95

C SHARK FIN DISC PROTECTOR

Protects the rear disc.

Shark Fin Disc Protector...\$24.95

D SKID PLATES

Made of aircraft aluminum.

Skid Plates...\$59.95

E STEEL CLUTCH PLATES

Moose clutch plates are fade free, with a 300% longer life than stock!

Steel Clutch Plates...\$29.95 - 34.95

F SIDE STAND

Light weight bolt-on design.

Side Stand...\$59.95

G CHAIN GUIDE

Replacement for OEM guides.

Chain Guide...\$38.95

H SHIFT LEVERS

Folding tips protect from rocks.

Shift Levers...\$20.95

I SOLID DISC ROTORS

Prolongs pad life and increases braking power when wet.

Solid Disc Rotors...\$109.95

J FRONT FENDER BRACE

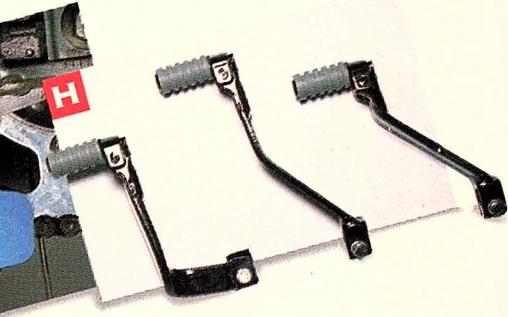
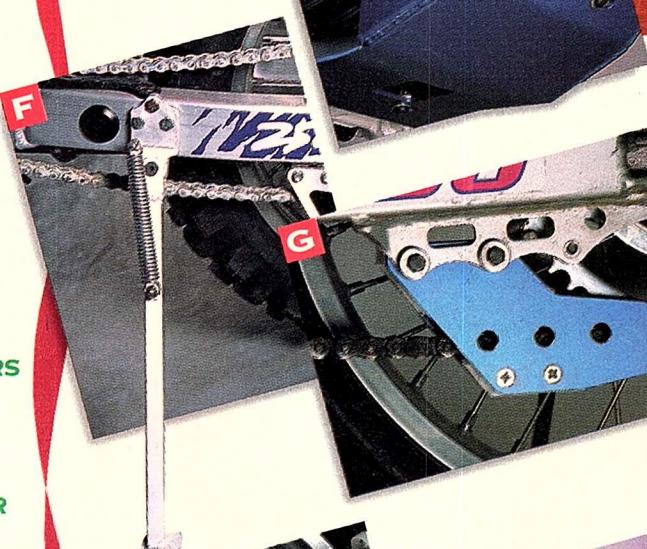
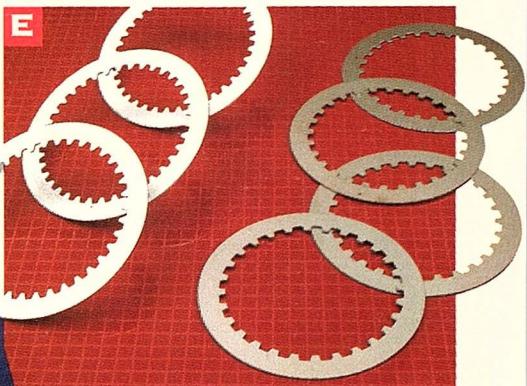
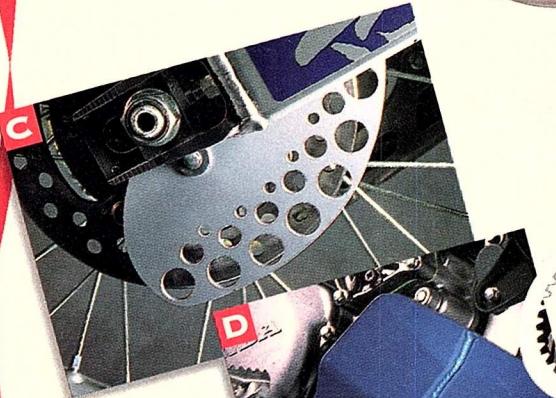
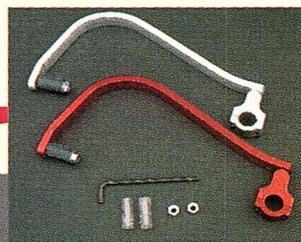
Prolongs fender in muddy conditions.

Front Fender Brace...\$27.95

K MUFFLER PACKING

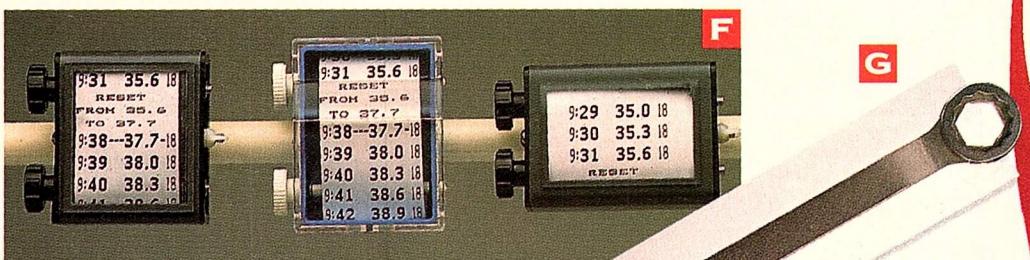
Renew your bike's sound and performance.

Muffler Packing...\$4.95



PARTS UNLIMITED®

MERRY X-MOOSE!



A FANNY PACK

- Two main compartments plus side and flap pockets.

Fanny Pack... \$49.95

Gray/blue Gray/red
 Gray/black

B UTILITY PACK

- Carry camera, tube...or...

Utility Pack... \$15.95

C CANTEEN

- 1 1/2 pint capacity canteen.

Canteen... \$18.95

D FENDER MOUNT TOOL PACK

- Easy on/off tool pack.

- Includes plastic base and hardware.

Fender Mount Tool Pack... \$29.95

E PACE MAKER

- State of the art electronic warfare for Enduro pilots.

- Nine different functions, including: fuel, clock, odometer, speedo, and time differentials.

Pace Maker... \$299.95

F ROLL CHART HOLDERS

- Watertight and impact resistant, they mount easily to any handlebar.

Roll Chart Holders...

\$22.95 - 29.95

G RIDERS WRENCH

- Combines front axle, rear axle and plug.

Riders Wrench... \$19.95

H PLUG WRENCHES

Plug Wrenches... \$5.95

I SCORE CARD HOLDER

- Holder mounts to fender, protects scorecards.

Score Card Holder... \$9.95

Blue Red

J TIRE INFLATOR KIT

- Kit includes three CO₂ bottles and adapter hose.

Tire Inflator Kit... \$17.95

PARTS UNLIMITED

GATORZ®

A REVENGE

- Patented forehead frame with dual lens configuration blocks 100% of harmful UV.
- Non-symmetrical temple wraps firmly around ear.
- Available in many different frame and lens colors.

Revenge... \$75.00 - 110.00

B RED ROCKER SPANKS

- Niklanite frame compound and Z-tonium lenses.
- Available in a variety of frame and lens colors.

Red Rocker Spanks... \$55.00 - 65.00

C ALI-GATORZ

- Hardcoated lenses, with UV protection.
- Nylon frame is bamboo tumbled for a smooth finish.
- Available in many different frame and lens colors.

Ali-Gatorz... \$30.00 - 58.00

D ALI-GATORZ II

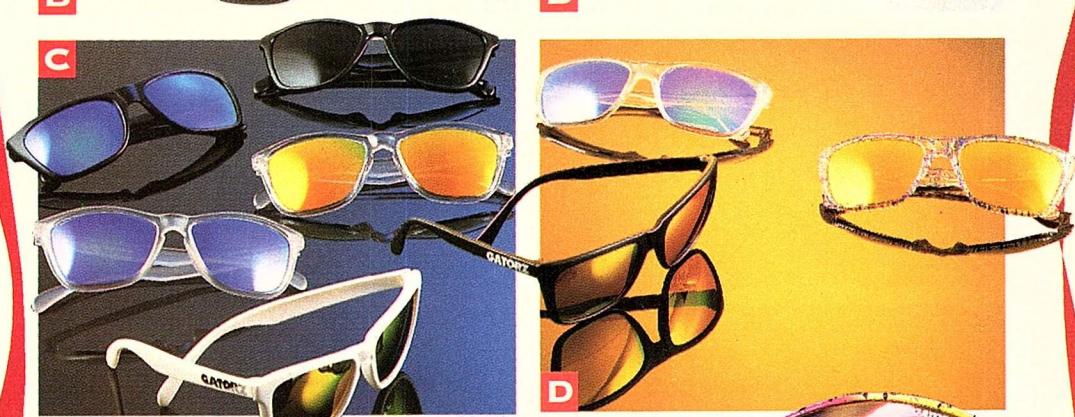
- Ali-Gatorz II update the classic glamour styling of the Ali-Gatorz.
- Available in many different frame and lens colors.

Ali-Gatorz II... \$30.00 - 58.00

E ZOTTIAC AND Z-GATORZ

- The features of these shades are identical, except ZOTTIACS have a slightly larger lens.
- 100% Lexan polycarbonate lenses are hardcoated and they provide 100% UV protection.
- Revolutionary NEW bispherical lens design means glasses tuck in more.
- Polycarbonate frames.
- Temples/arms are adjustable and interchangeable.
- Available in many different frame and lens colors.

Zottiac and Z-Gatorz...
\$60.00 - 99.00



USA SPORT WEAR



A COTTON JACKET

- USA Sportswear Cotton Jacket... \$49.95

B FOLD-OVER PANTS

- USA Sportswear Fold-Over Cotton Pants... \$37.95

T-SHIRTS

All made in the USA from comfortable, pre-shrunk 100% cotton. "Bent" shirts feature a large design on the back with a smaller version on the front. Adult sizes M, L and XL.

- T-Shirts... \$14.95

C USA DESIGNS

- "Better To Be A Rider" ash color shirt
- "Never Let A Woman Ruin A Day's Ridin" white shirt
- "What The FA?" ash color shirt
- "Crayon Sport" white shirt
- "Robocross" white shirt
- "Classic Road, MX, Jet Ski" ash shirt
- "Just It" white shirt
- "You 2" white shirt
- "America's Most Dangerous" white shirt
- "MX-Rated" Ash color shirt



D BENT DESIGNS

- "Bite Me" white shirt
- "It Sucks To Be You" white shirt
- "Because Everyone Needs Twisting" white shirt
- "Save Something" white shirt
- "Prison Earth" ash color shirt



**PARTS
UNLIMITED**

A ORIGINAL

• 8" wide, 5 support stays.
Original...\$26.95

- Black/black Blue/white
- Gold/black Red/black
- Red/white Blue/yellow
- Yellow/black Yellow/blue

B TWO-COOL

• Original size, vented panel.
Two-Cool...\$26.95

- Blue/white Blue/yellow
- Red/black Red/white
- White/red Yellow/black
- White/red/blue

C COOL ONE

• Smaller size with a vented panel.
Cool One...\$24.95

- Yellow/black Blue/yellow
- Yellow/blue Red/white
- Red/black White/green
- White/red Blue/white
- White/red/blue

D MINI BELT

• Fits waist sizes 20" to 30".
Not shown.

Mini Belt...\$19.95

- Red/white Yel/blk
- Blue/yellow
- White/red/blue
- Blue/white

GOLD BELT



A



B

C

ANCRA

A RED SNAPPER

• 66" long, 1200 lb.
Red Snapper...\$25.95 pair

B BRITES

• 1" X 66", 1000 lb.
Brites...\$15.95 pair

- Pink Lt. Blue
- Lime Green Orange

C RED/BLACK/NEON TIE-DOWNS

- 1" X 66", 1200 lb.

Tie-Downs...\$18.95 pair

- Red Neon pink
- Black Neon turquoise
- Neon lime Neon orange

D TIE-DOWN ANCHOR

• Quick disconnect tie-down rings bolt to beds or boxes, 4000 lb. straight, 2000 lb. side pull strength.

Tie-Down Anchor...\$10.95 each

E TIEMASTER TIE-DOWNS

• Nylon straps with patented pressure plate cam-lock buckles.

Tiemaster Tie-Down...\$9.95 pair

- Red Black



TIE MASTER

TIEDOWNS

**PARTS
UNLIMITED**

Roko[®]

SPORTS INC.

GOOGLE **Quick Strap**

Already a standard piece of equipment for the enduro and trail rider. The patented quick release system allows you to put on your goggles with one hand – even at the last second on the starting line. After racing, remove them instantly without losing them on the way to the pits. None of the fuss or hassle of the standard straps. Quick Straps can be installed on most popular goggles and helmets without tools.

Quick Strap...\$14.95

- Red
- White
- Blue



Lever Skins[™]

Lever Skins are the best way to give your clutch and front brake lever that tacky feel that all the pros like to have. Lever Skins are made from a durable, soft rubber compound that, without heat or tools, will shrink to fit the contour of your levers when exposed to air. Contact areas have exclusive raised grips for maximum grip.

Lever Skins...\$6.95

- Red
- Blue
- Black
- Pink



**PARTS
UNLIMITED**

A RAD VALVES

- Boyesen's hot RAD valves provide more off-road torque.
- Maintains flow velocity through the valve and redirects intake charge for more even distribution into intake ports.
- Provides quicker, sharper throttle response and more horsepower throughout RPM range.
- Made of one-piece aluminum casting, bolts on easily.

RAD Valves... \$159.95



B BOYESEN POWER REEDS

- An inexpensive horsepower boost.
- Proven performance increase.
- Permits greater flow velocity over entire operating range.
- Translates into better low, mid, and high rpm power.

Boyesen Power Reeds... \$10.95 - 36.95

FOAM AIR FILTERS

Twin Air dual stage filters from Holland are the choice of top factory teams and riders world wide. Dual bonded foam design filters out even the smallest dirt particles, while allowing more air flow than "two separate layer" filters and it's flow bench proven. Flat foam sealing ring provides a secure seat against the air box even in the worst riding conditions.

Twin Air filters are slightly smaller than stock making them easier to change while increasing dead air space around the filter for better performance.

There's a Twin Air filter available for most off-road bikes.

Twin Air Foam

Air Filters... \$24.95

Twin Air®



PARTS UNLIMITED

CEET

A KEVLAR SEAT COVERS



- Bright colors that will bring a smile to any rider's face Christmas day and they're available to match Honda, Kawasaki, Suzuki and Yamaha team colors.
- These tough Kevlar reinforced covers won't tear with the use of knee braces.

Kevlar Seat Covers... \$54.95

B KEVLAR NON-SLIP SEAT COVERS



- Super durable Kevlar non-slip covers take abuse and keep looking good long after Christmas.
- Addition of non-slip material makes these seats ideal for muddy, rainy, sloppy and downright nasty conditions.
- These too are available to match Honda, Kawasaki, Suzuki and Yamaha colors.

Kevlar Non-Slip Seat Covers... \$59.95



C CEET'S LATEST: BOLD SEAT COVERS



- CEET's latest design in seat covers will even outshine the Holiday season.
- There's colors and styles available to fit many late model Honda, Kawasaki, Suzuki and Yamaha dirt bikes.

Bold Seat Covers... \$49.95

D SEAT COVERS

- Keep that OEM look with these durable, good looking replacement seat covers.
- They're easily installed and fit the stock frame perfectly.
- Honda, Kawasaki, Suzuki or Yamaha dirt bike? Name it, there's one to fit it!

Seat Covers... \$35.95

PARTS UNLIMITED



A "ULTRA SEAL" AIR FILTERS

The official air filter of the Kawasaki, Suzuki and Yamaha Factory MX teams, the "Ultra Seal" features a built-in grease groove for an airtight seal. Two separate layers of foam give you the protection of two filters for the price of one.

"Ultra Seal" Air Filters... \$23.95

B FOAM FILTER OIL AND CLEANER

Specially formulated for foam air filters, Uni Filter foam filter care products keep your filter performing the way it should. What else would you use on your new filter?

Uni Filter Cleaner... \$6.50

Uni Filter Oil

(both sizes)... \$3.95



PERFORMANCE CLUTCH SETS

- Developed by TUF Racing and manufactured by Moto-Technica.
- Design provides positive, consistent hook-up.
- Clutch plates feature specially formulated non-asbestos organic friction compound.
- Outperforms synthetic compounds and is compatible with all 2-stroke transmission lubricants.
- Springs are made from oil-impregnated chrome silicone alloy steel that is computer mill-wound and rated at 10-15% stiffer than O.E.M.

Tuf Racing Clutch Sets...
from \$17.95



**PARTS
UNLIMITED**

UFO WERX

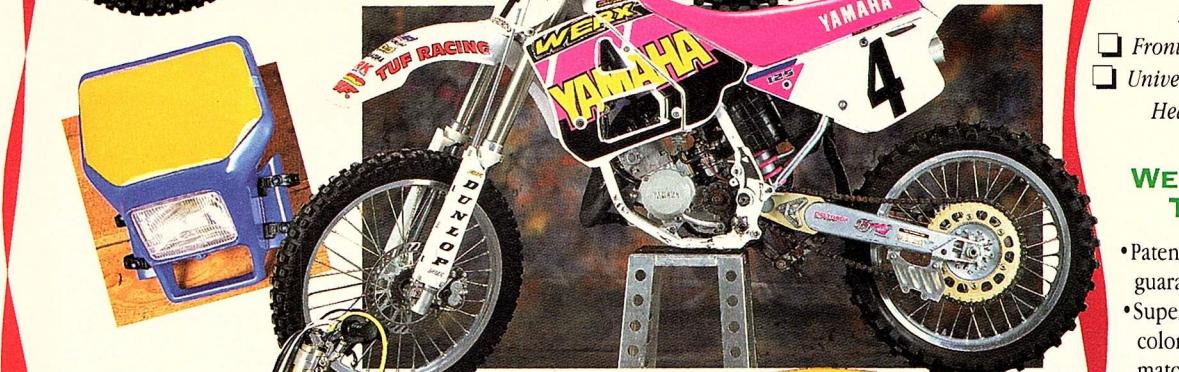


REPLACEMENT PLASTIC

- Available color-matched to OEM or in optional "works" colors.
- Pre-drilled OEM mounting.
- Radiator covers, side panels, hand guards, frame guards and fork protectors sold in pairs.



- Front Fenders... \$24.95
- Rear Fenders... \$27.95
- Radiator Covers... \$25.95 - 58.95
- Side Panels... \$48.95
- Hand Guards... \$19.95
- Frame Guards (not shown)... \$25.95
- Fork Tube Protectors... \$44.95
- Rear Shock Mud Plate (not shown)... \$17.95
- Front Number Plates... \$26.95 - 29.95
- Front Disc Covers... \$26.95
- Universal Enduro Headlight... \$53.95



WERX RADIATOR & TANK DECALS

- Patented ventilating system guarantees no lifting.
- Super thick die-cut, bright colored graphics and color matched backgrounds.
- Most models 89-92.

- Werx Radiator & Tank Decals... \$59.95



**PARTS
UNLIMITED**

A GOLDFIRE
RACING OIL
2-STROKE PRE-MIX

- Petroleum/synthetic blend for optimum protection.
- Burns clean - minimal carbon build-up.
- Available in 16 oz. bottles.

Goldfire Racing Oil...\$4.25

B GOLDFIRE PRO
2-STROKE
RACING OIL

- Petroleum/synthetic blend for maximum lubrication.
- Increases engine longevity.
- No carbon build-up.
- Stops plug fouling.
- Increases rear wheel horsepower.
- Available in 16 oz. or 64 oz. bottles.

Goldfire Pro Racing
Oil...\$5.95 - 21.50

C OCTANE PLUS
GAS ENERGIZER

- Prevents detonation and pre-ignition.
- Lubricates valve seats - allows use of unleaded gas in older engines.
- EPA approved.
- Contains racing fuel and stabilizer.
- Available in 18 oz. cans.

Octane Plus...\$5.95



**SANTA'S
CHOICE**



EXCEL

**COLORWORKS
MX WHEELS**

Replace those bent, broken or just ugly OEM rims with Excel Colorworks rims. The sturdy anodized aluminum construction handles roosting with ease. Choose from red, blue, or silver to give your bike a "one off" look!

Colorworks MX

Wheels...\$99.95 - 133.95

Front Rear
 Red Blue
 Silver



**PARTS
UNLIMITED**

maier mfg. inc. *usa*



STREET



DIRT



ATV



B



C



D



E



G



F



H

A **FORK/DISC GUARDS**

Guards...from \$13.95

B **UNIVERSAL PIPE GUARD**

Aluminum...\$35.95
 14 gauge steel...\$34.95

C **SKID PLATE**

Covers lower frame tubes and engine cases to prevent damage.
 Skid Plate...\$34.95

D **FRAME COVER/ REAR MASTER CYLINDER GUARD**

Helps prevent scratching of frame tubes and protects rear master cylinder guard.

Frame Cover/Rear Master Cylinder Guard...from \$23.95

E **WOODS PRO ALUMINUM HANDGUARDS**

Aluminum Handguards...\$39.95/pair

F **WOODS PRO PLASTIC ADD-ON HANDGUARDS**

Plastic handguards match the contour of the aluminum guards for added protection.

Woods Pro Plastic Add-on Handguards...\$18.95/pair

G **1 QUART AND 2 QUART ENDURO JUGS**

A great way to carry some extra gas, juice or water. Specify color and 1 or 2 quart size.

1 Quart Enduro Jug...\$19.95
 2 Quart Enduro Jug...\$29.95
 Blue Red
 White Yellow
 Pink

H **DIRT/SPORT BIKE CLOCKS**

Dirt/Sport Bike Clocks...\$27.95

Dirt Bike Yamaha
 Four Wheeler Suzuki
 Jet Ski Kawasaki
 Honda

PARTS UNLIMITED



A TANK/AIR SCOOP DECALS

- An inexpensive way to give your bike a facelift.
- Replaces OEM exactly.
- Made of durable vinyl.
- Fade-resistant vivid colors.

Tank/Air Scoop Decals...
from \$5.95

B UNIVERSAL NUMBER PLATE BACKGROUND KIT

- All you need to make custom plate backgrounds.
- Includes three 12" x 14" sheets of 12 mil vinyl for front and side panels.
- Set of patterns for 88-91 CR, KX, YZ and RM also included for easy tracing.

*Universal Number
Plate Background
Kit...\$14.95*

- Clear
- Blue
- Yellow
- Green
- Black
- White

**PARTS
UNLIMITED**





A ALLOY HANDLEBARS

Full of the features racers

want, AFAM bars are constructed of 5mm thick, high quality T2014 aluminum alloy. Deep knurling on the left side eliminates grip slippage. Crossbar pad included.

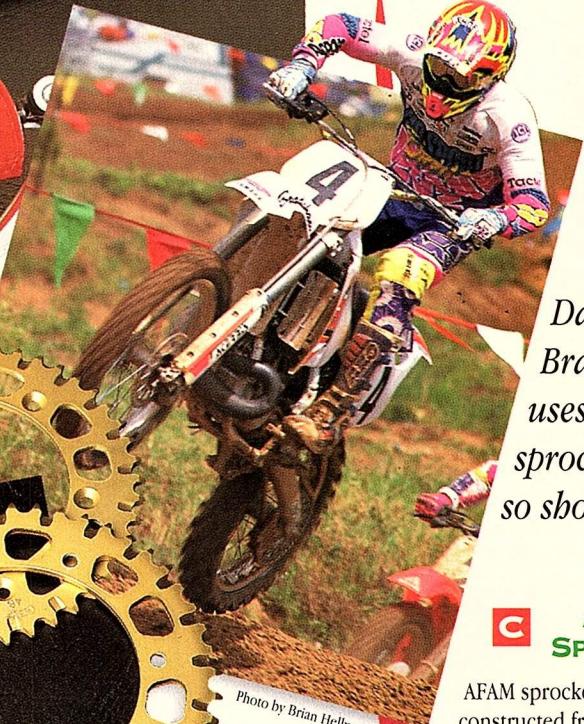
Alloy Handlebars...\$59.95

- Silver
- Blue

B CROSSBAR PADS

Crossbar Pads...\$8.95

- Blue
- Red



Damon Bradshaw uses AFAM sprockets – so should you!



C AFAM SPROCKETS

AFAM sprockets are constructed from materials that withstand loads of abuse.

Rear sprockets are made from 7075 T-6 aluminum alloy with self-cleaning grooves to clear mud and ensure long sprocket life. Front sprockets are made from case hardened steel. AFAM sprockets are used by David Thorpe, Pekka Vehkonen, John den Berk and many other top European and American riders.

- Front Sprockets...\$12.95
- Rear Sprockets...\$54.95

PARTS UNLIMITED



TSUBAKI CHAIN...CHOICE OF CHAMPIONS

The 520 OMEGA "S" Sealed O-Ring chain is engineered to endure where lesser chains fail! It has exceptional strength and durability to withstand the abuse of off-road racing under the most adverse conditions of mud, sand, grit and water.

At TSUBAKI there is no compromise in quality...the OMEGA 520 is made from special alloy steel that is heat treated and shot peened for maximum strength and minimum weight. High viscosity grease is vacuum injected and sealed by our own Super Seal bullet proof o-ring. New 520 OMEGA "S" employs big, beefy .206" diameter pins.

Omega 520
...\$70.00-90.00



LARRY ROESELER – WINNINGEST OFF-ROAD RIDER IN HISTORY

"Tsubaki chains are great. I probably race 40 some races a year...and the 520 Omega takes everything I can give it! Chain to me is a very important product, and it's nice to know that you have a product you can depend on when the going gets rough. It makes my job a lot easier!"

*Take a Tip From Larry:
If your priorities are Quality, Strength and Durability...TSUBAKI is the chain for you.*



A MX GRIPS

Oury's MX grips feature non-slip, low durometer rubber that helps prevent blisters and remains tacky even when the going gets wet. MX grips are available in black, yellow, red, pink, blue, green or purple.

MX Grips...\$5.95

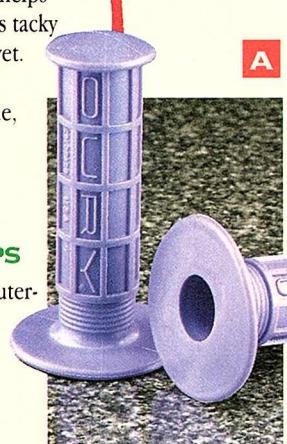
B PYRAMID GRIPS

These grips feature a computer-designed pyramid pattern that you can really hang on to. They're constructed of a special soft rubber and have a very small diameter. Choose from black, yellow, red, pink, blue or green.

Pyramid Grips...\$5.95

**PARTS
UNLIMITED**

OURY



A



B





HIR TWO-CYCLE SYNTHETIC RACING OIL

- Maximum film strength and anti-scuff protection.
- Protects high-revving crankshaft bearings.
- Readily soluble in most racing fuels.

HIR Two-cycle Synthetic Racing Oil...\$5.95

MC-4 GEAR OIL "THE GEAR SAVER"

- Specially formulated extreme pressure additives.
- Tests show transmissions lasting up to 250% longer.
- Available in 75, 80 and 85 weights.

MC-4 Gear Oil...\$4.95

MC-6 FOAM FILTER OIL

- Superior viscosity traps dust, dirt, even water.
- Won't wash out, gum up or clog.
- Dark blue color ensures total coverage.

MC-6 Foam Filter Oil...\$3.95

HVI RACING SUSPENSION FLUID

- High viscosity index for consistent control without fade.
- Available in 5, 10 and 15/20 weights.

HVI Racing Suspension Fluid...\$4.95

MC-2 CHAIN LUBE MAXIMUM STRENGTH

- Premium protection for all standard and o-ring chains.
- Anti-corrosion ingredients and o-ring conditioners.
- Waterproof, won't fling off.
- Available in 7 oz. or 18.0 oz size.

MC-2 Chain Lube 7 oz....\$3.95
 MC-2 Chain Lube 18 oz....\$5.95

6 IN 1

MULTI-PURPOSE LUBE

- Lubricates and penetrates for water and corrosion resistance.
- Displaces water.
- Available in 16 oz. aerosol cans.

6 In 1 Multi-purpose Lube...\$5.95

MC-11

WATERPROOF GREASE WHEEL BEARING AND CHASSIS LUBE

- Aluminum complex formula, won't melt or run out.
- Impervious to fresh and salt water.
- Available in cartridges or tubs.

MC-11 Waterproof Grease Cartridge...\$3.50
 MC-11 Waterproof Grease Tub...\$3.50

PARTS UNLIMITED

THE BEST IS ALL WE DO.

At Bel-Ray we're in the business of keeping things going – developing lubricants for the most exacting, critical, demanding requirements imaginable. For over a third of a century we have been solving lubrication problems for industries all over the world. Aerospace, mining, aviation, heavy industry – all benefit from Bel-Ray's innovative research developments.

Our company policy is "Total Performance". This means we do not compromise on material or design and that our products are the finest that modern lubrication technology can provide. Quality costs more but we believe that economy is found in value, not price. Where quality and performance count, people come to Bel-Ray. You deserve the best and the best is all we do.



FMF

A OFF ROAD RAM VALVES

- The Ram Valve is an aerodynamically-designed intake that forces more fuel into the cylinder on the intake stroke.
- Improves throttle response and delivers potent gains at the bottom and throughout the mid-range.
- Used and endorsed by world-class pro racers.
- Easy installation.

Off Road Ram
Valves... \$89.95



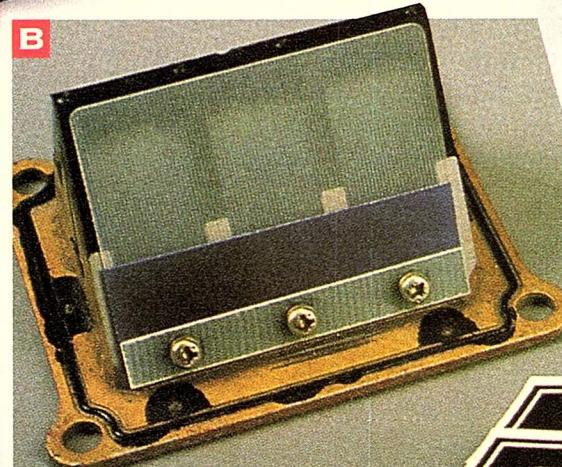
A



B QUICK-REV REEDS

- Quick-Rev reeds: the dual tension, dual action system.
- The light reed gives quick throttle response off the bottom, then the tensioner kicks in and stabilizes the reed to the perfect tension throughout the rev range.

Quick-Rev Reeds... \$24.95 - 49.95



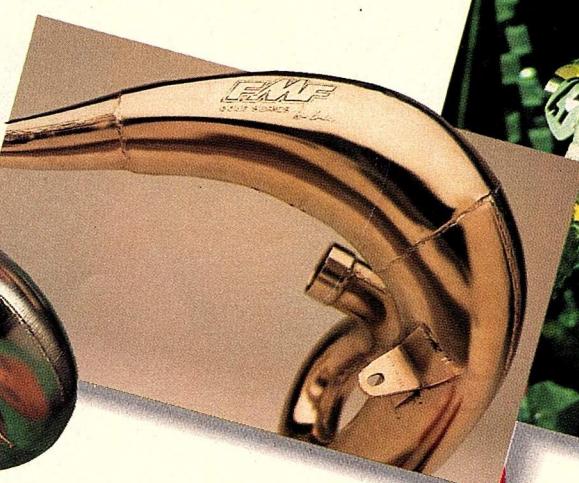
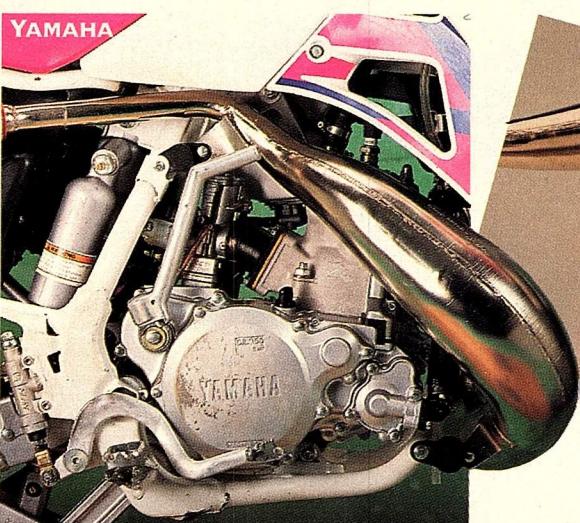
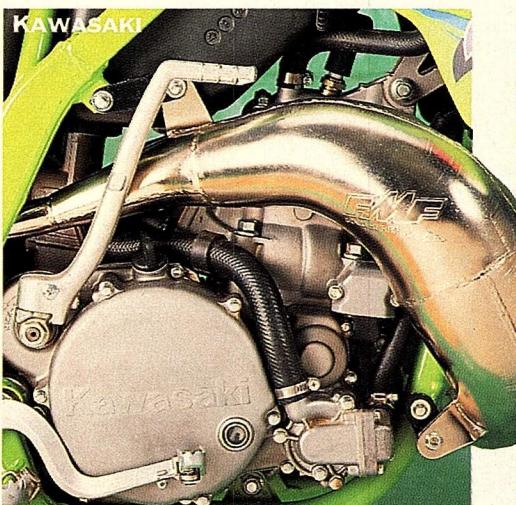
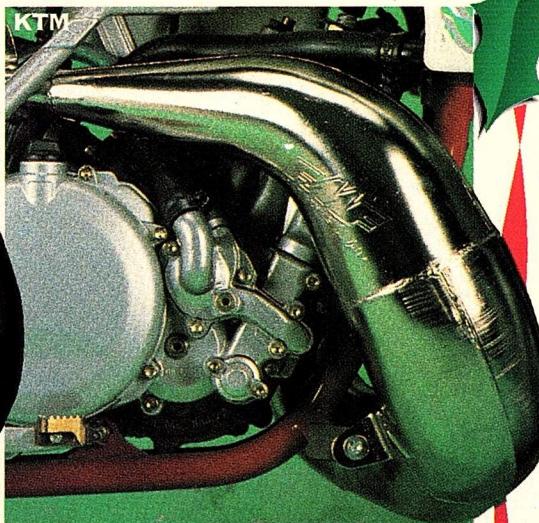
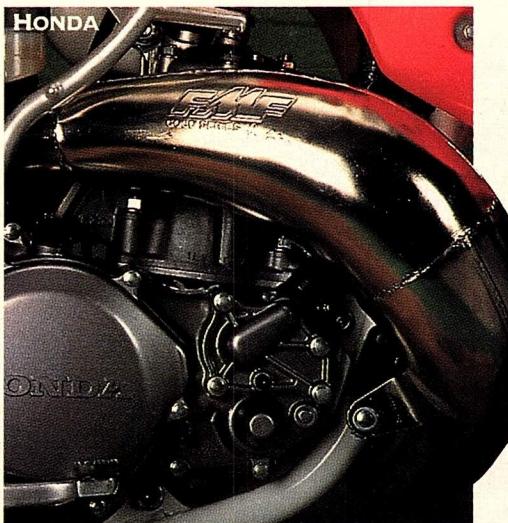
B

FMF



**PARTS
UNLIMITED**

FMF



GOLD SERIES PIPES

- When they deserve the best...get them FMF Gold.
- Gold Series Pipes are built to fit, perform and last.
- Computer aided design and dyno-testing combine to produce a pipe with the perfect range of usable, tractable power.
- Constructed with 18 and 19 gauge steel, these pipes feature custom machined flanges to give a perfect fit at the exhaust port.
- Durable nickel-plate finish lasts longer, makes maintenance a breeze and gives your bike that "works" appearance.
- Track tested and race proven by the likes of Larry Roeseler, Danny LaPorte, Marty Smith, Larry Ward and many others.

- Gold Series
2-Stroke Pipes...\$169.95
- Gold Series
4-Stroke Pipes...\$299.95

**PARTS
UNLIMITED**

**A D707 HT SUPERIOR
HARD TERRAIN
PERFORMANCE**

- Unique tread block configuration for excellent traction at all lean angles.
- Recessed biting edges" for added straight-line and cornering grip.
- Developed and race proven in Camel Supercross, AMA MX Nationals.
- Available in 18" and 19" rear sizes, and 21" front.

D707 HT Front...from \$71.95
 D707 HT Rear...from \$74.95

**B K490 IT
ALL-TERRAIN
PERFORMANCE**

- A race-proven front and rear for all conditions.
- Unique knob pattern for excellent traction in hard leans and fast braking.

K490 IT Front...from \$53.95

**C K695 IT
RACE-PROVEN
ALL-TERRAIN
PERFORMANCE**

- Ideal for all ground conditions soft, intermediate and hard.
- Aggressive, tall knobs and wide, open-space configuration for self-cleaning.
- Fine-tuned in professional competition with numerous wins in MX, SX and Enduro.
- Available in mini sizes, as well as 18" and 19" rear.

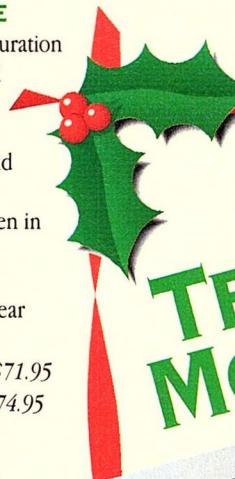
K695 IT Rear...\$74.95

**D D752 ST
THE WINNER'S CHOICE
FOR SOFT TERRAIN**

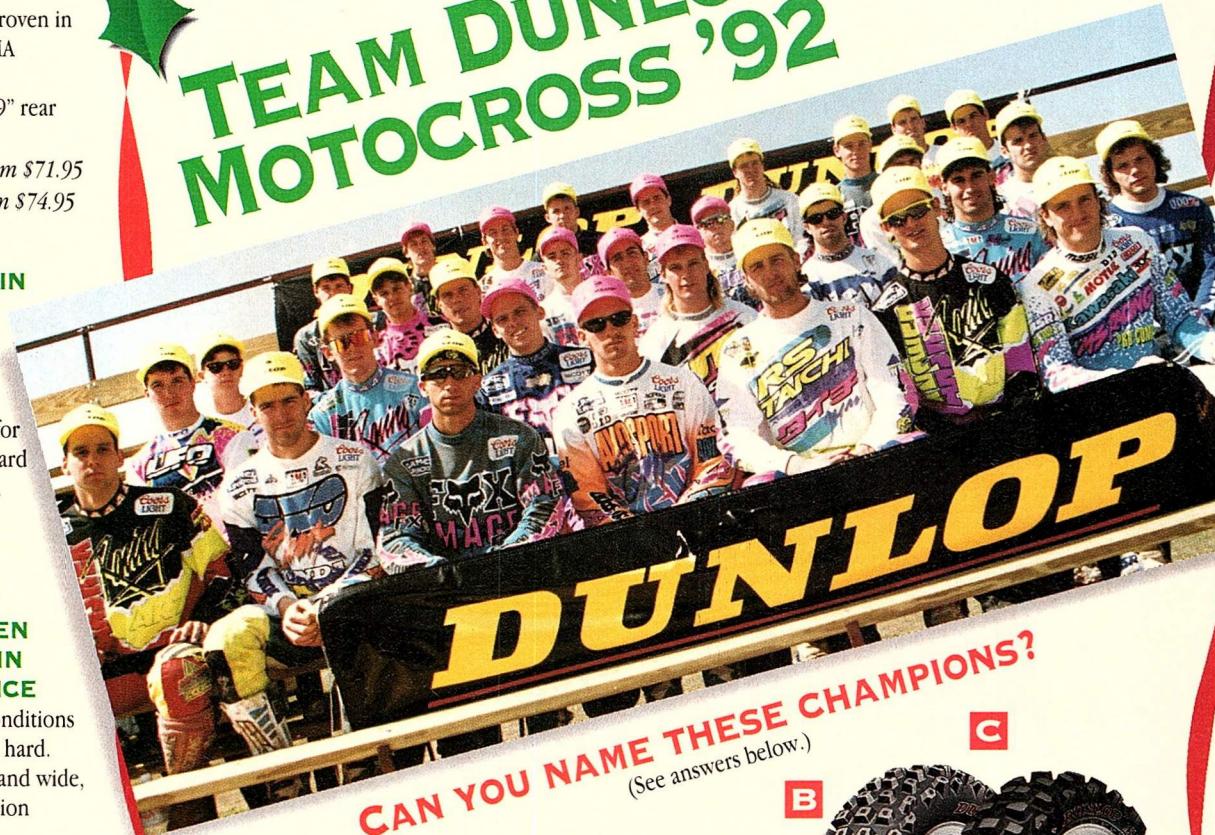
- Soft terrain tread pattern for maximum traction in loose soil.
- Unique tread compound and shoulder blocks for grip in hard-packed areas.
- The choice of champions in AMA/Camel Supercross series.
- Available in 18" and 19" rear sizes, and 21" front.

D752 ST Front...from \$72.95
 D752 ST Rear...from \$74.95

DUNLOP
RIDING TO THE FUTURE



TEAM DUNLOP MOTOCROSS '92



CAN YOU NAME THESE CHAMPIONS?
(See answers below.)



D707 HT
Front

D707 HT
Rear



D D752 ST



K490 IT
Front

K695 IT
Rear

Left to Right: Front Row: Brian Swink, Jeff Stanton, Jeff Malasek, Damon Bradshaw, Larry Ward, Jimmy Burton, Mike LaRocco. Middle Row: 1: Keth Johnson, Earl May, Graysen Goodman, Pat Bartron, Tyson Vohland, Carl Vallencourt, Chad Pederson. Row 2: Ezra Lusk, Ross Pederson, Doug Dubach, Sean Michael Bayle, Doug Borysen, Row 3: Danny Steppenason, James Eickel, Tommy Clowers, Phil Lawrence, Ryan Hughes, Row 5: Gert Namee, Doug Henry, Ron Tichener, Mike Tretheway, Jeff Emig.

**PARTS
UNLIMITED**

MAXIMA

MAXIMA CHAIN WAX

At last, a chain lube that *really* works



If there are 50 ways to skin a cat, then there must be at least 150 ways to lube a chain; and you can bet that even the best technique is only as good as the chain lube used. That's why we created new *Chain Wax* and we're convinced that it's the best chain lube ever made. Here's why.

For starters, *Chain Wax* is clean and easy to use. Just spray it on and let it dry. *Chain Wax* doesn't fling-off either and it won't make a mess of your tire, rim, fender, swingarm or riding gear.

Chain Wax stays on the job longer, protecting your chain and outlasting the other lubes 2-to-1. And because you use less, you'll save money too!

But we think the best thing about *Chain Wax* is that it really works.

To make *Chain Wax*, we combined a special heavy-duty lubricant with our revolutionary new Parafilm™ formula. *Chain Wax* sprays on wet, dries to a waxy film, and seals the lubricant to your chain - without turning it into fly paper. The result is a fantastic, deep penetrating lube that protects non-accessible areas and external surfaces too.

Chain Wax's non-gooey finish eliminates the "excess baggage" (i.e., dirt, sand and grit) that sticks to freshly lubed chains like a magnet. That translates to longer chain life and reduced sprocket wear.

Maxima Chain Wax. It lubricates better, it lasts longer, and it'll save you money. You'll find it at Parts Unlimited dealers everywhere.

Pick some up today and let it *really* work for you.

Maxima Chain Wax...\$6.95

**PARTS
UNLIMITED**

A LIQUIDATOR

The Liquidator replaces the stock waterbox on your personal watercraft, increasing power while maintaining legal sound levels. Fully tuneable for power, sound and jetting requirements, Liquidator features a lifetime guarantee.

Liquidator...\$174.95

B ATV RACING SERIES

Can be used with all ATVs, from stock to highly modified. A large diameter headpipe exits into a reverse cone megaphone tipped with a repackable aluminum silencer. U.S. approved spark arrestor.

ATV Racing Series...\$99.95 - 184.95

C RACING SERIES

Offering a big increase of power over OEM, this system incorporates a lightweight aluminum silencer with a free-breathing straight through core. The baffle is repackable and features a U.S. approved spark arrestor.

Racing Series...\$159.95 - 199.95

D PRO SERIES

The ultimate for high-performance applications, the Pro Series offers power and tuneability unattainable with other systems. An aluminum reverse cone megaphone tipped with a integrated aluminum silencer. U.S. approved spark arrestor.

Pro Series...\$174.95

E STREET SYSTEMS

SuperTrapp offers a wide variety of exhaust systems for hundreds of different street bikes. Stainless steel, Steel with black Ceramicoat, Chrome Plated Steel and Brushed Aluminum materials are used to make complete systems and Slip-ons. Traditional exposed disc or new Internal Disc models available. All systems incorporate SuperTrapp's patented diffuser disc system which allows you to adjust for power, sound and jetting levels.

Street Systems...\$279.95 - 549.95

Slip-Ons...\$159.95 - 379.95

SUPERTRAPP



**PARTS
UNLIMITED**

METZELER



FOR BERM BUSTING OR ROAD RUNNING METZELER HAS THE TIRES FOR YOU



A SOFT CROSS

Providing the ultimate traction in sand and soft dirt conditions. Rated as Dirt Bike magazine's best soft terrain rear tire.

- 90/90-21...\$79.95
- 110/90-18...\$76.95
- 120/90-18...\$80.95
- 120/80-19...\$82.95
- 130/80-19...\$87.95

B MCE

A competition tested intermediate to hard terrain tire for the demanding rider. DOT approved for dual-sport use. Wider and shorter tread blocks make it forgiving on turf.

- 120/90-18...\$80.95
- 140/80-18...\$87.95
- 120/80-19...\$82.95

C UNICROSS

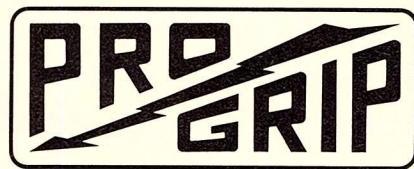
A tire that is at home on the dirt as well as the street. Designed for maximum performance on each surface without sacrificing versatility. The choice of Husqvarna factory racers.

- 120/90-17...\$82.95
- 130/90-17...\$87.95
- 130/90-18...\$87.95
- 90/90-21 5-PLY...\$80.95
- 120/90-18 5-PLY...\$88.95
- 130/90-18 5-PLY...\$104.95
- 110/90-18...\$79.95
- 120/90-18...\$73.95
- 90/90-21...\$67.95



**PARTS
UNLIMITED**

The stocking stuffer that wins races!
Pro Grip grips feature innovative designs that are easy on your hands while giving you the control you need to win.



A MODEL 705 CROSS GRIPS

Lock-rib design with tapered thumb rests. Wire-tie grooves.

Model 705 Cross Grips...\$5.95

- Black Blue Green
- Red Yellow



B MODEL 707 CROSS GRIPS

"Textured" surface and tapered lock-rib design. Soft shoulders and wire-tie grooves.

Model 707 Cross Grips...\$5.95

- Black Blue Green
- Red Yellow

C MODEL 730 CROSS GRIPS

Tapered collapsible shoulders and slim "Textured" knobs.

Wire-tie grooves.

Model 730 Cross Grips...\$5.95

- Black Blue Green
- Red Yellow

D MODEL 797 CROSS GRIPS

Slim pattern for a blister-free grip. Wire-tie grooves.

Model 797 Cross Grips...\$5.95

- Black Blue Green
- Red Yellow

E MODEL 714 ENDURO GRIPS

"Textured Dimple" design is cool and comfortable. Thicker design dampens vibration and the soft shoulder allows ease of movement. Wire-tie grooves.

Model 714 Enduro Grips...\$6.50

- Black Blue Green
- Red Yellow

F MODEL 715 ENDURO GRIPS

"Dimple" design aids cooling and comfort. Thicker with collapsible shoulders. Wire-tie groove.

Model 715 Enduro Grips...\$6.50

- Black Blue Green
- Red Yellow

**PARTS
UNLIMITED**

MOTUL

Synthetic Lubricants

The racer's choice!
If you're not using it,
you'll wish you did.

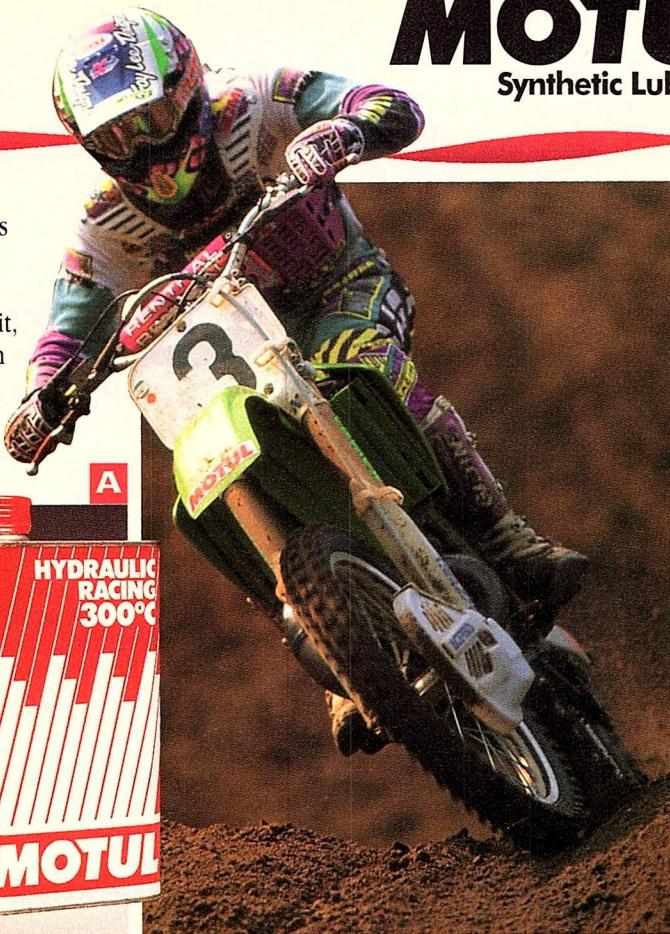
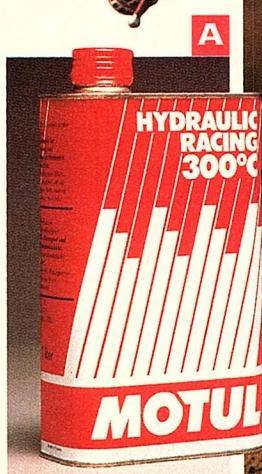


Photo by John Valdez

"The best premix I've ever used."
Roy Turner
Team Kawasaki



A HYDRAULIC RACING 300°C BRAKE FLUID

572°F boiling point. The best you can buy! The racer's choice. Recovery time is fast, so you can stop when the pressure is hot!

Hydraulic Racing 300°C Brake Fluid, 1 liter...\$12.50

B 800 2T PRO RACERS PREMIX

The racers choice. This is the best 100% ester synthetic oil you can buy. Used by the best racers in the world. Super concentrated 66:1 for normal use.

800 2T Pro Racers Premix, 1 liter...\$13.95

sbs

SCANDINAVIAN BRAKE SYSTEMS



SBS ASBESTOS-FREE PADS AND SHOES FOR DIRT BIKES

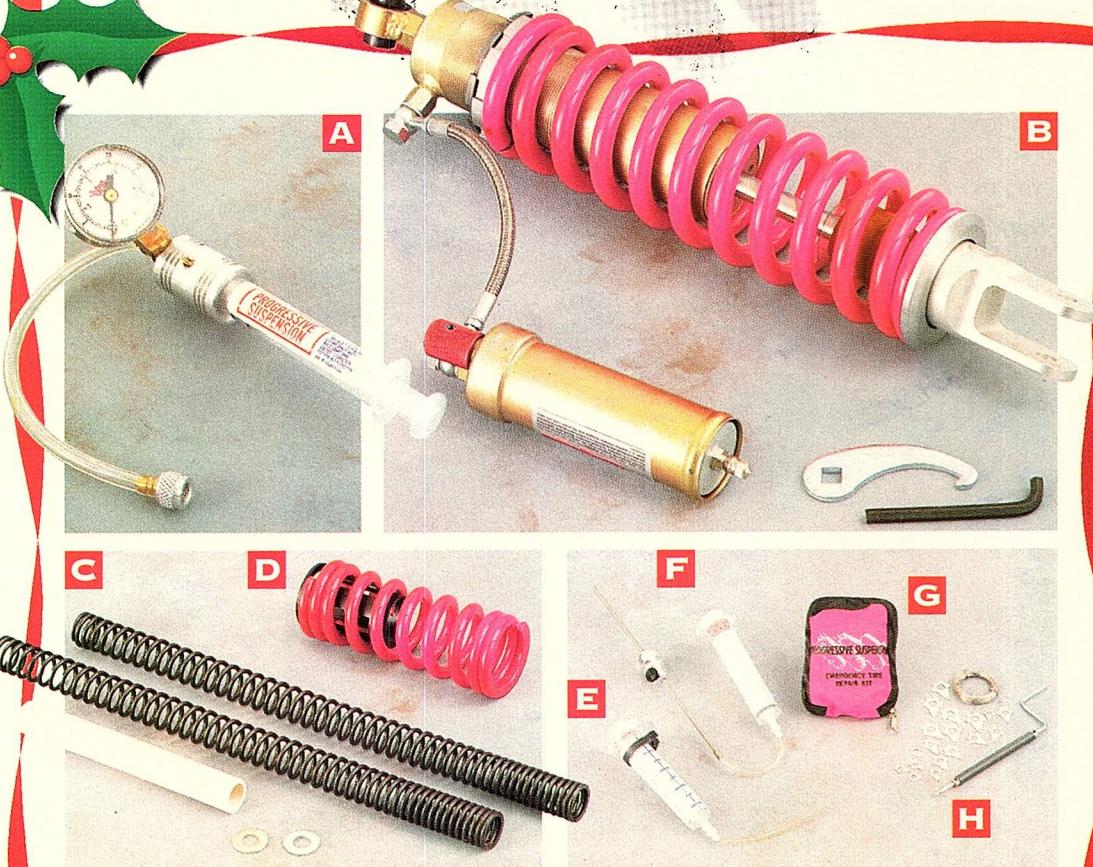
You'll stop quicker than a sleigh on a short roof when you choose SBS asbestos-free pads and shoes for your dirt machine. SBS is the world leader in asbestos-free pads and shoes. From mini-dirts to roostin' monsters, SBS has a set of pads in compounds designed specifically for the front and rear that will stop you quick, safe and sure.

SBS Asbestos-Free Pads and Shoes for Dirt Bikes, prices start at around...\$20.00

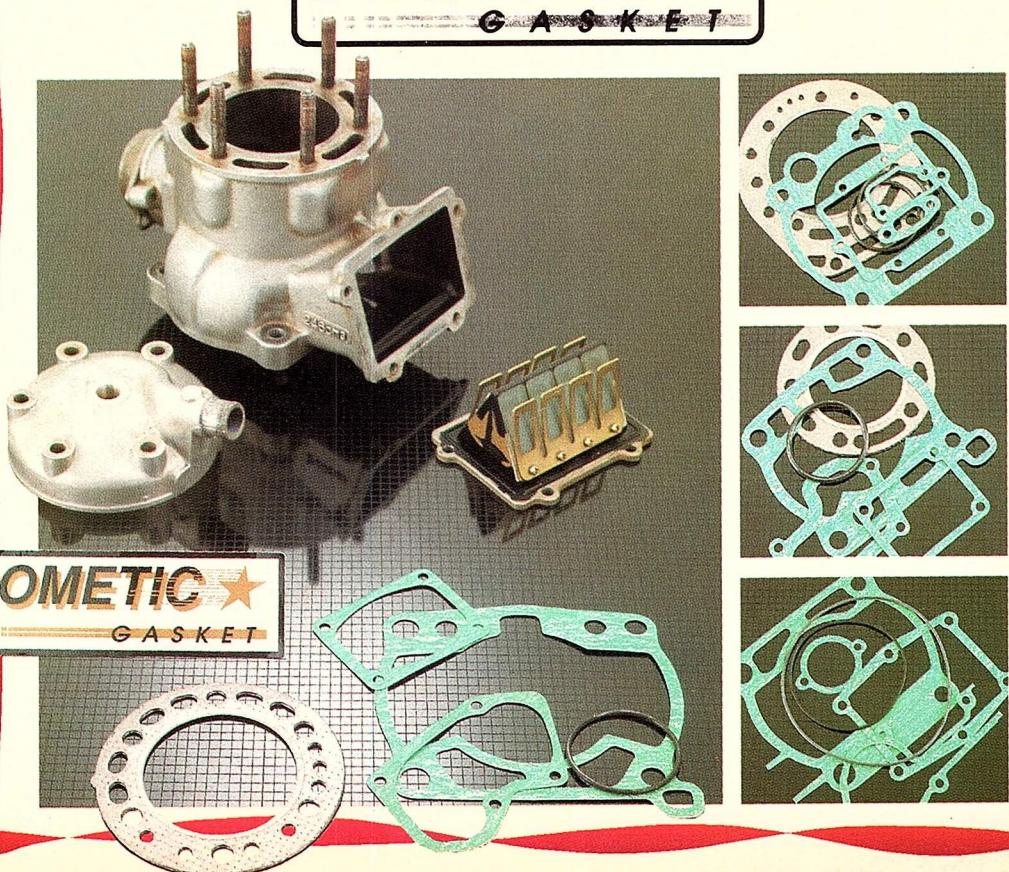
PARTS UNLIMITED

A GAUGE PUMPS Gauge Pumps... \$39.95**B ADAPTIVE SINGLE SHOCK** Adaptive Single Shock... \$394.95**C FORK SPRINGS** Fork Springs... \$59.95**D SINGLE SHOCK REAR SPRING** Single Shock
Rear Spring... \$74.95**E FORK OIL LEVEL ADJUSTER (FOL-2)** Fork Oil Level
Adjuster (FOL-2)... \$32.95**F FORK OIL LEVEL ADJUSTER (FOL-1)** Fork Oil Level
Adjuster (FOL-1)... \$9.95**G TIRE REPAIR KIT (TRK)** Tire Repair Kit (TRK)... \$33.95**H SAFETY WIRE STARTER KIT** Safety Wire Starter Kit... \$15.95

PROGRESSIVE SUSPENSION

**TOP END KITS**

- Get your bike ready for next year!
- Cometic gaskets are a must for high-performance applications.
- Head gaskets feature Cometic's exclusive non-asbestos flexible graphite material laminated to a stainless steel core.
- Cometic graphite material is impervious to fuels, coolants and oils.
- Top end kits include head, base, reed, power valve and exhaust gaskets where applicable.
- Available for most applications.

 Top End Kits... from \$14.95**COMETIC** ★ GASKET**PARTS UNLIMITED**



WORLD'S FASTEST SHELTERS

UP IN LESS THAN 60 SECONDS



B



D



E



C

A E-Z UP SHELTER

- Up in less than 60 seconds.
- Hundreds of uses, year round.
- No obstructing center pole.
- Unfold over desired location, extend and adjust telescoping legs...its E-Z!

10' X 10' E-Z UP Shelters (complete)

Red, White or Blue...\$539.90
 Freedom...\$639.90
 Sundowner...\$639.90
10' x 15' E-Z UP Shelters (complete)

Red, White or Blue...\$669.90
 Freedom...\$709.90
 Sundowner...\$709.90

B SIDEWALLS AND HALFWALLS

- Attach easily with Velcro straps, same material as tops.
- Sidewalls provide privacy and protection from sun and wind.
- Halfwalls block early morning and late afternoon sun, while allowing breeze to flow through.

10' Sidewall Red, White or Black...\$96.95
 10' Halfwall Red, White or Black...\$58.95
 15' Sidewall Red, White or Black...\$139.95
 15' Halfwall Red, White or Black...\$89.95

C CARRY BAG

- Heavy-duty canvas bag for 10' or 15' models with two handles and pocket for accessories like stakes or sidepanels.

10' Carry Bag...\$58.95
 15' Carry Bag...\$58.95

D STAKE KIT

- Includes four 18" metal stakes and quick pins to attach.

Stake Kit...\$35.95

E WEIGHT BAG KIT

- Works on hard surfaces where stakes can't be used or on soft surfaces.
- Includes 4 blue nylon bags that each hold 20-25 lbs. of sand and are easily pinned to each leg.

Weight Bag Kit...\$47.95

PARTS UNLIMITED

A **ANSWER DIRT BAGS**

- Answer Dirt Bags in two sizes.
- Large bag measures 28" x 36".
- Small is identical to large and measures 18" x 26".

Maxi Answer
Dirt Bag...\$79.95

Mini Answer
Dirt Bag...\$59.95

B ALPINESTAR JUMBO GEAR BAG

- Large enough for boots and more.
- Bag measures 28" L x 18" W x 15" H.

Alpinestar Jumbo
Gear Bag...\$89.95

C JUST JT BAG

- Multiple pockets and large size for all your gear.
- Bag measures 30" L x 15" W x 18" H.

Just JT Bag...\$89.95

D O'NEAL AZONIC GEAR BAGS

- O'Neal bags available in 2 sizes.
- Large overnight bag measures 14" x 12" x 8"; Jumbo gear bag measures 18" x 24" x 36".

Azonic Large
Overnight Bag...\$69.95

Azonic Jumbo Gear
Bag...\$99.95

E SINISALO FINNISH LINE GEAR BAGS

- Finnish Line Bags in two sizes for all your racing or recreation needs.
- Large Finnish Line Gear Bag 18" x 16" x 23"; Small Finnish Line Gear Bag measures 18" x 10" x 12".

Large Finnish Line Bag...\$49.95

Small Finnish Line Bag...\$36.95

F O'NEAL TRAK PAK GEAR BAGS

- Trak Pak 2700 - 12" x 12" x 19"
- Trak Pak 4400 - 13" x 13" x 24", Velcro pockets
- Trak Pak 6300 - 14" x 16" x 28" duffle
- Trak Pak 9800 - 20" x 18" x 36" duffle

Trak Pak 2700...\$19.95

Trak Pak 4400...\$29.95

Trak Pak 6300...\$49.95

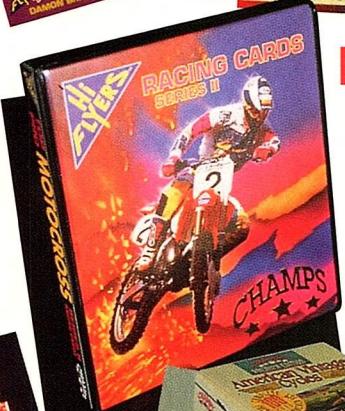
Trak Pak 9800...\$69.95

CHRISTMAS WRAPPING!**ANSWER****PARTS UNLIMITED**

CHAMPS



A



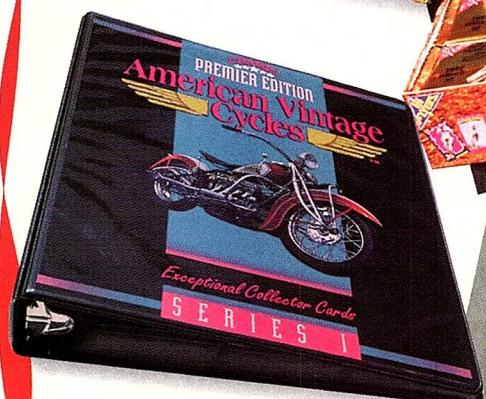
B



C



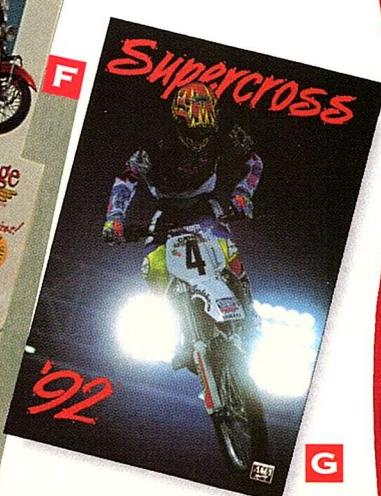
D



E



F



G

**A HI FLYERS SERIES II
TOP PRO MX RACING
CARDS**

This 200 card complete set contains everything. Full color action shots, UV coated. A bonus, a limited edition numbered and foil stamped Jeff Stanton card!

Hi Flyers Series II Top Pro MX Racing Cards...\$39.95

**B MX 1992
3-RING BINDER**

This unique, custom designed 3-ring binder is equipped with 23 pocket sleeves. Also includes 3 racing card checklists.

MX 1992 3-Ring Binder...\$24.95

**C HI FLYERS FOIL
PACK WITH
MEGA-MOTO CARD**

Set contains 12 cards to get you started right. Includes foil embossed card ONLY found in foil packs!

Hi Flyers Foil Pack With Mega-Moto Card...\$1.25

**D AMERICAN VINTAGE
CYCLES 100 CARD
COLLECTOR SET**

Harley-Davidsons, Flanders, Indians, Clevelands and more in full color with fascinating background info on each bike!

American Vintage Cycles 100 Card Collector Set...\$24.95

**E AMERICAN VINTAGE
3-RING BINDER**

Show and preserve your Vintage cards. Includes 12 plastic sleeves and 2 checklists.

American Vintage 3-Ring Binder...\$24.95

**F AMERICAN
VINTAGE CYCLES
FOIL PACK**

Contains 12 cards per pack. Collect and trade!

American Vintage Cycles Foil Pack...\$1.25

G SUPERCROSS '92

Complete collection of the 16 supercross races put in a bound 9" x 12" book. Each race is fully documented. Full of photography, wild action and rider biographies!

Supercross '92...\$39.95

**PARTS
UNLIMITED**



Great Stocking Stuffers!

- Scott Goggle Lenses*
- Smith Roll Off Film*
- Smith No-Fog Cloth*
- O'Neal Prostyle II Levers*
- AXO MX Socks*
- USA Sport Wear Wedge Pack.*
- Moose Racing Rider's Wrench*
- O'Neal Ultra Grip Gloves*
- Buddy Tow*
- Oury MX Grips.*
- Answer Heat Shield*
- NGK Plugs*
- Moose Racing Muffler Packing*
- Moose Racing Chain Rollers*
- Scott Sticky Fingers*
- O'Neal Pit Board*
- Azonic Wrench Head T-Shirt*
- O'Neal Elbow Guards*
- JT Just JT Hat*
- Answer Wallet*
- Sinisalo Jeff Ward T-Shirt*



Your Parts Unlimited dealer is:

PARTS UNLIMITED®

WHERE-TO-RIDE GUIDE



EAST

Finger Lakes State Park

LOCATION/DIRECTIONS: Finger Lakes State Park is located 10 miles north of Columbia, Missouri. Take Highway 63 north to East Peabody Road. Turn right at the exit and follow the signs to the park.

TERRAIN/AREA SIZE: Finger Lakes is a 1110-acre park with more than 70 miles of motorcycle trails. The terrain includes steep hills and deep ravines with a special motocross course and staging area located on the west side of the park. The off-road trails are for motorcycles only; four-wheel vehicles are not permitted off the park roadways.

AMENITIES: Finger Lakes has camping facilities available both with and without electricity. There

are also showers, restrooms and a concession stand, as well as a dump station. Swimming, canoeing and fishing are available in the nearby lakes. At the motocross track there is a grandstand where nearly a dozen motocross and other racing events are held each summer and fall.

BIKE REQUIREMENTS: A spark arrestor/silencer is required for motorcycles, and ATVs must have a flag. Helmets are also required, and double riding is not allowed on any vehicle.

FEES: There is no fee to use the park, but camping is \$6 a night without electricity and \$10 with.



TIMES OF OPERATION/CLOSURE: Open daily until 10 P.M. year-round.

INFORMATION: Finger Lakes State Park, 314/443-5315.

CONTRIBUTOR: Jeff Rosenkranz, Quincy, IL

WEST

Rampart Range Motorcycle Area

LOCATION/DIRECTIONS: Rampart Range Motorcycle Area is located about 35 minutes from Denver. Take Highway 85 south 15 miles from Interstate C-470 to the town of Sedalia. Turn west on Highway 67 and go 10 miles to Rampart Range Road. The park entrance and an information booth are on Rampart Range Road.

TERRAIN/AREA SIZE: Open to motorcycles and vehicles less than 40 inches wide, the area is heavily forested and mountainous. The terrain is mostly hardpack and rock with some sand and pea gravel. All trails are marked and well maintained, though not all are wide enough for ATVs.

AMENITIES: There are parking and unloading areas at all trail access spots along Rampart Range Road as well as at the campsites. Trail system maps are available at the entrance booth and at most dealers for a nominal donation.



BIKE REQUIREMENTS: A USFS-approved spark arrestor and silencer are required. Bikes must have either a license plate or Colorado OHV registration.

FEES: A \$3-per-bike donation to the Rampart Range Motorcycle Management Committee (RRMMC) is solicited at the entrance booth. Season passes for \$20 are also available.

TIMES OF OPERATION/CLOSURE: The trail system is open year-round. However, Rampart Range Road is not plowed in the winter and is usually closed by the Forest Service from December to April depending on snow conditions.

MISCELLANEOUS: The RRMA is the closest trail system to Denver. Poker runs are held in June and September. These are nonracing, fun-oriented events accommodating all ability levels and age groups. Trail-maintenance work parties are held monthly, and all riders are encouraged to attend and help out.

INFORMATION: Contact the RRMMC at P.O. Box 3511, Englewood, CO 80155; 303/674-3477 (Dave) or 303/797-6152 (Steve).

CONTRIBUTOR: Dave Woodrow, Evergreen, CO

Hey! This is your section, so if you've got a great place to ride, let us know. We'll need all the information listed above plus a map of the area. We'll pay \$25 to readers whose information we print (or we'll donate your payment to the AMA Legislative Support Fund). Send your name, address, phone number and social security number to *Dirt Rider*, Attention: "Where-to-Ride Guide," 8490 Sunset Blvd., Los Angeles, CA 90069.

DR



1993 Suzuki RM250P Impression

The Next Generation

Exploring Bold New Directions Where No RM Has Gone Before

We managed to spend quite a lot of time with the 1992 Suzuki RM250N, and by the end of the year we could have given Suzuki a fairly complete list of the things we would improve for the '93 RM250P. Our first (and most important) suggestion would have been to improve the suspension; go back to the KYB units if necessary, but get the wheels moving with some degree of plushness.

The next suggestion would have been to give the bike good, torquey power—something more like a Yamaha or a Honda. We'd also have requested stronger brakes (with good feel) and better tires.

Of course, Suzuki never asked for our list, but, fortunately, their list seemed to match ours almost exactly.



Once the suspension is dialed in, there isn't an easier bike to land than the '93 Suzuki RM250P. Thank a stiffer frame, thinner fork tubes, new damping pistons and changes to the hydraulic bottoming stops.

Rich Taylor got wild immediately after climbing onto the RM. The new bike is faster, better suspended and more competitive in every way.

hidden under tank-covering radiator shrouds like those used by Kawasaki.

Updates to the fork have made it lighter and more compliant. The thinner-walled tubes are lighter and presumably a little more prone to flex with new valving, works-quality fork oil and a new piston design. Showa also made changes to the hydraulic antibottoming circuit that they claim dramatically aid the final third of the fork's travel. In the rear new internal and external shock settings improve the machine's feel. The compression adjuster piston is larger to make the action plusher on small bumps, and Suzuki shelved their normal cheapie shock oil for new works-quality fluid.

HORSE TRADING

No successful make-over of a motocrosser leaves out the engine. Suzuki updated their clutch basket midyear in 1992, and the '93 model gets the improved item for more reliability. Other dependability changes include larger oil holes for the wrist pin and radiator fin changes for improved airflow through the radiators. For power there is a new cylinder with added exhaust subports and wider transfer ports, a power valve that sits one millimeter lower for more bottom power, different AETC timing, a new exhaust pipe and a Keihin PJ38 carburetor. Suzuki capped the balancing holes in the crank, changed the intake area, made the reed cage longer front to back and curbed the angle of the reed petals to improve throttle response.

THE RIGHT CHANGES?

Every mechanical change Suzuki made was a definite step forward. We



The most visible change to the new RM250 are the two radiator shrouds that now completely cover the fuel tank. Overall, the machine resembles last year's 125cc GP bike that Stefan Everts used to capture the world championship title.

TERMINATOR

by Motion Pro

Motion Pro, Inc.

- PRECISE FITMENT
- STAINLESS STEEL WIRE
- POLYURETHANE JACKET
- LONGITUDINAL HOUSING

The Clutch Cable Of The Future Is Here Now...
See Your Dealer & Ask For The TERMINATOR

(415) 329-0427 FAX (415) 329-0856
119 Independence Drive Menlo Park, CA 94025

BIGGER THAN EVER

Western region's largest Honda Parts Center.
Need your parts this weekend? NO PROBLEM!
Most orders shipped within 24 hours.

SPECIAL: T-HANDLE
TOOL SET
\$31.95

HONDA NO. HOLLYWOOD

Bill Robertson & Sons Inc., Honda of North Hollywood
5626 Tujunga Ave., No. Hollywood, CA 91601
ASK FOR MAIL ORDER DEPT. (818) 766-6134 FAX (818) 766-9397

SUBSCRIPTION INFORMATION

If you're moving, please fill in the information below and we'll see that DIRT RIDER gets sent to your new address.

OLD ADDRESS (Please write your old address exactly as imprinted on the front cover.)

Name _____

Address _____

City _____

State/Zip _____

NEW ADDRESS

Name _____

Address _____

City _____

State/Zip _____

For questions or problems regarding your subscription, please call our toll free number or write to the address below. Call 1-(800)-800-DIRT or (3478).

For New / Renewal Subscription Orders

New subscription Renewal order
 Payment enclosed Bill me (U.S. only)

1 year (12 issues) of
DIRT RIDER only \$17.94

For renewal orders please write your address in the old address section, above. The subscription price, quoted above, is good in the U.S. only. For all foreign subscriptions please add the following amount (in U.S. funds) to cover surface mail postage: Canada add \$9.26 (price includes GST). All other foreign add \$11.00. Please allow 4-8 weeks for your first issue to be mailed.

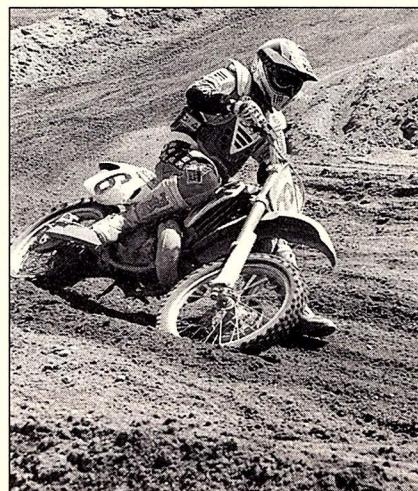
Mail to: DIRT RIDER, P.O. Box 58722, Boulder, CO 80322-8722

never tried the RM with the stock jetting. Suzuki dropped the main jet from a 200 to a 175 and raised the pilot to a 55 before we got the bike. With those jets throttle response was crisp and clean, though the engine pinged just a little in the midrange under a load. Their goal was to come up with the best settings possible without expensive needle and slide changes, and more careful tuning could have made the carburetion perfect. It's immediately clear that the all-bottom '92 motor has given up a touch of torque for a snappy motor with a long power delivery and good high-rpm power. The '92 was a little easier to ride, but the '93 is far more competitive. The clutch and transmission action are as perfect as ever, and the ratios seem well matched for the power.

MORE GOOD NEWS

The changes Suzuki ordered for the suspension are even more successful than the engine. Even initial slow laps illustrate that both wheels move up and down more smoothly compared to the '92 RM. Push the pace a little harder and the front starts to feel a little harsh on braking bumps for riders over 150 pounds. We bumped up the compression damping on the fork to three out. That helped, but faster or heavier riders still wanted stiffer fork springs.

Suzuki installed 0.41 kg/mm springs with the stock oil level and backed the compression adjusters out to the stock setting (six clicks). That balanced the bike and made the front end somewhat plush. The initial travel is very lightly damped at both ends, but the damping suddenly gets firm deeper in the stroke. The stock

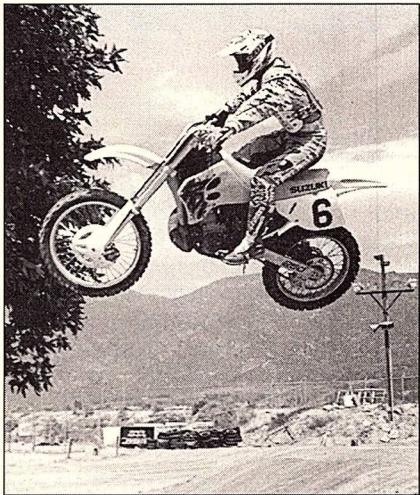


A switch to a Dunlop K490/695 combo let us evaluate the bike's turning abilities better. With the new meats we were even more impressed with the RM's willingness to change direction.

fork springs let the fork dive into that stiff part of the stroke too easily.

After the spring change the Suzuki was starting to work very well in the bumps. But as soon as our test riders in the 180-pound range rode the bike the shock spring felt too soft. It wasn't bottoming, but with the sag set at 100mm, the bike had no sag at all under its own weight. A stiffer rear spring helped balance the bike and improved the suspension performance for the heavier riders and even the lighter (160 pounds) intermediates and pros.

With the stiffer springs installed



The RM is a demanding motorcycle in many respects. You need to stay on top of the motor and watch the high-speed stability, but riders of all sizes and skill levels feel at home in the air on the RM. Body positioning is not totally critical, takeoffs are confidence inspiring, and landings are cushy.



When the turns get a little slippery the stock tires and power delivery make changing direction a little more of a challenge. You can't count on the engine to torque out of a turn; you've got to use a lot of clutch or run a lower gear.



Featuring the Hottest New Parts from Europe!

MXA RACING SEATS

MXA Racing Seats and Graphics from England. Our exclusive design MXA Hi-Grip Seats with Kevlar® knee brace protection or regular Hi-Grip Style, for less fatigue and are super durable. Priced from \$54.95. Heavy Duty Standard priced from \$36.95. Firm foam priced from \$43.95. Also available are MXA Racing graphics and decals priced from \$15.95.



SPECIAL POWER EXHAUST SYSTEMS

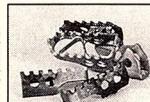
Slechten SPES Pipes and Mufflers from Belgium feature superior performance and handmade quality. Mufflers priced from \$59.95. Pipes priced from \$169.95.

SUPERSPROX SPROCKETS

Front and rear radial grooved sprockets from England. High quality, super durable, G.P. tough. Priced from \$26.95.

PRO PEGS

Pro Support System. Pro style peg widening kit for greater stability. Priced from \$24.95



CALL TO ORDER & FOR INFORMATION:

PHONE: (805) 257-3361
FAX: (805) 257-1288

WHO'S BEHIND WOR

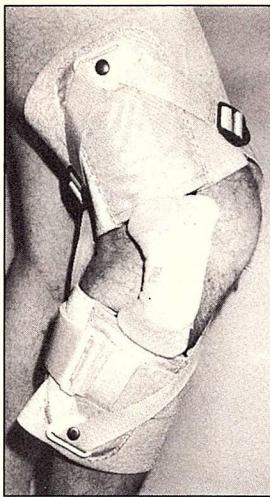
Dave "Ozzy" Osterman, former factory mechanic and AMA mechanic of the year.

25133 W. Ave. Tibbitts #E, Valencia, CA 91355

MXA • SLECHTEN • PRO-PEG • SUPERSPROX • BOYESEN • ANSWER • SILKOLENE • SPLITFIRE • MIKUNI • UNI • N-STYLE • DUNLOP

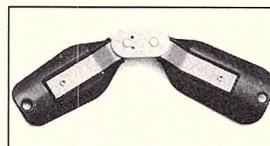
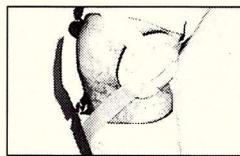
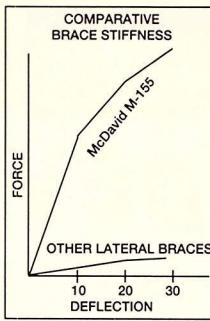
BRACE YOURSELF

Superior Knee Protection That's Affordable



HT RACING PRODUCTS
413 Robinson Circle
Placentia, CA 92670

Your knees endure incredible lateral forces while racing or riding a motorcycle off-road. Now you can significantly reduce these forces on your knees without giving up comfort with the McDavid Race Brace. This patented, orthopedically designed brace features a Polycentric hinge constructed of Lexan resin (stronger than steel) and the exclusive Ligament Augmentation System (LAS). The LAS is a single set of nonstretch tension straps that cross at the medial side of the knee, providing even more protection to hold your knee in place. This system will dramatically help support a previously injured knee. All these features at an affordable price, only \$159/pair. Children/adult sizes. Visa/Mastercard accepted.



ORDER DIRECT
(714) 993-5454

HT
RACING



DON'T SETTLE FOR REPLACEMENT PLASTIC PRODUCTS WITH NO WARRANTY!

We offer a complete line of "replica" replacement plastic products with a **ONE YEAR WARRANTY** against breakage. All OFF ROAD & ATV products are available in any of our 10 standard colors, including fluorescents. Street products are also available. See your local Dealer, or for more information call (916) 272-9036.

Send \$3.00 for your full color catalog.

Dept. DR, 416 Crown Point Circle, Grass Valley, CA 95945-9089

the RM gave the rider total confidence on jump takeoffs and landings. There was no need to worry about whether your body was in the perfect position; just go. With these mods it took a serious landing to bottom either end harshly.

Frankly, it was difficult to evaluate the RM's turning ability with the standard front tire. Bridgestone makes good tires, but the best fronts are the M23 and M39. Either of those is fine, but the RM comes with an M51. The rear M52 is good enough until it wears out, though it doesn't show the best strengths of the motor. We switched to a Dunlop K490/695 combo that let the RM show its true handling potential. With the Dunlops the RM turns well on flat turns and shreds even the smallest berm with style. In fact, the RM has few handling flaws. Some riders reported a bit of headshake while others were not bothered by it. Test riders in Alpine Stars boots were generally able to move around on the RM easily while riders wearing other brands had trouble with the new bodywork catching on boot tops.

STACKING IT UP

The '93 RM is an incredible improvement over the '92 model. It turns and



Cornering has always been Suzuki's strong point, and since the new RM250P frame features only minor geometry changes, it still shreds in the tiniest rut berms. It handles flat turns well, too.

jumps well, has the finest control efforts going and has good—but not great—suspension. The drawbacks are that it's going to take careful and informed work to dial in the suspension settings. Riders simply had no confidence in the machine when the suspension settings were off. Also, the engine makes good horsepower but never feels torquey. There are at least two better motors in the class. It demands a lot of clutch work, though the response is good and its lap times

are competitive.

The RM is a demanding machine, but it repays aggressive riding with great performance. If you have confidence in your ability to ride aggressively as well as your ability to tune a motorcycle to suit your style, the RM is an effective weapon. That weapon is backed by a great contingency program and a reputation for reliability and hop-up potential. The key to remember is that the RM is capable if you are. **DR**

DEVOL

EXTREME
RACING
PRODUCTS

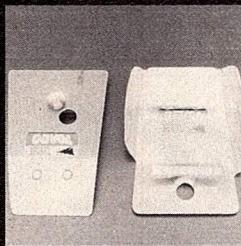
1-800-DEVOL99

ORDERS ONLY

AMP
RESEARCH

UFO

PBI
SPARKERS



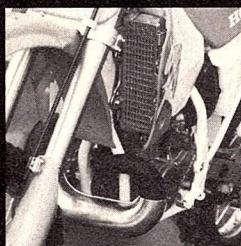
Glide & Skid Plates

We have the best Engineered mounting System on 0.125 6061 T6 Plate. \$57.99 & \$73.99



Front Disc Guards

No plastic disk covers from us! Our alloy guards provide real protection. \$42.99
Brake line guard for YZ & KX only \$12.99



Extreme Radiator Guards

Protects the front & sides of the radiator. Mount solidly to the frame. A new radiator costs over \$200 and lots of frustration; our Extreme Radiator Guard costs only \$63.99
Alloy Pipe Guard: \$48.99



Helmet Protector

High-impact plastic carrying case protects your helmet. \$39.99



Directional Guidance System

Eliminates headshake without affecting tight cornering. The best performance and engineering for a great price: \$243.99



Extreme Non-Skid Seat Covers & Foam

We produce the toughest non-skid & knee brace material anywhere. \$52.99 and under

202 37th AVE. N.E., Building E, Auburn WA. 98001
INFO # 1-206-735-2463 FAX 1-206-939-7243

DR TEST REPORT

MC MAKE/MODEL: Suzuki RM250P
LOCATION: Glen Helen, LACR, Edwards AFB (San Bernardino, Palmdale, CA)
WEATHER: Warm, dry
ENGINE TYPE: Liquid cooled, case reed
BORE & STROKE: 67.0 x 70.8mm
TRANSMISSION: Five-speed
FINAL GEARING: 13/49
SPARK PLUG: NGK R4118 S-8
FUEL: Premium unleaded/Bel-Ray H1-R @ 50:1

SILENCER: Std.
CARBURETOR: Keihin PJ38
MAIN JET: 175
PILOT: 55
NEEDLE JET: Fixed
NEEDLE: 1471

NEEDLE CLIP POSITION: Middle
SLIDE: 4.0
CARB PERFORMANCE: Clean, a bit rich in the midrange

SEAT HEIGHT: 37.8 in.
WHEELBASE: 57.7 in.

CLAIMED DRY WEIGHT: 216.0 lb.

FUEL CAPACITY: 2.0 gal.

RESERVE: None

FORK: Showa

TRAVEL: 12.2 in.

FORK SPRINGS: 0.40 kg/mm (std.)

PRELOAD: 8mm

COMPRESSION ADJ: 6 out

REBOUND ADJ: 10 out

OIL LEVEL: 88mm

SHOCK: Showa

SHOCK SPRING: 5.2 kg/mm

WHEEL TRAVEL: 12.8 in.

SAG: 97-105mm

COMPRESSION ADJ: 10 out

REBOUND ADJ: 8 out

FRONT TIRE: Bridgestone M51

PRESSURE: 13 psi

REAR TIRE: Bridgestone M52

PRESSURE: 13 psi

ADJUSTMENTS FOR TESTING: Stiffer fork/shock springs installed. Leaner jetting. Minor suspension adjustments critical for fast lap times.

PROBLEMS ENCOUNTERED: Fork harsh before installing stiffer springs.

ENGINE PERFORMANCE: Good upper mid- and high-rpm power. Could use more torque and bottom power.

SUSPENSION PERFORMANCE: Much improved. Fairly easy to dial in for all riders.

TOTAL TIME ON MC: 40 hrs.

OVERALL IMPRESSION: This bike is very competitive but works better the harder the rider charges. Not forgiving for a sloppy pilot.

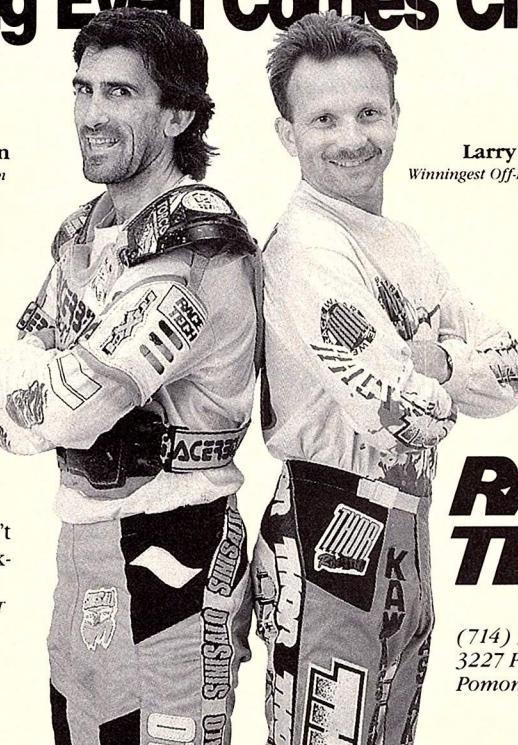
"We've Been Around Awhile Tried Lots of Stuff, Nothing Even Comes Close!"

"Rocket" Rex Staten
3 Time Vet World Champion

Larry Roeseler
Winningest Off-Road Rider In History

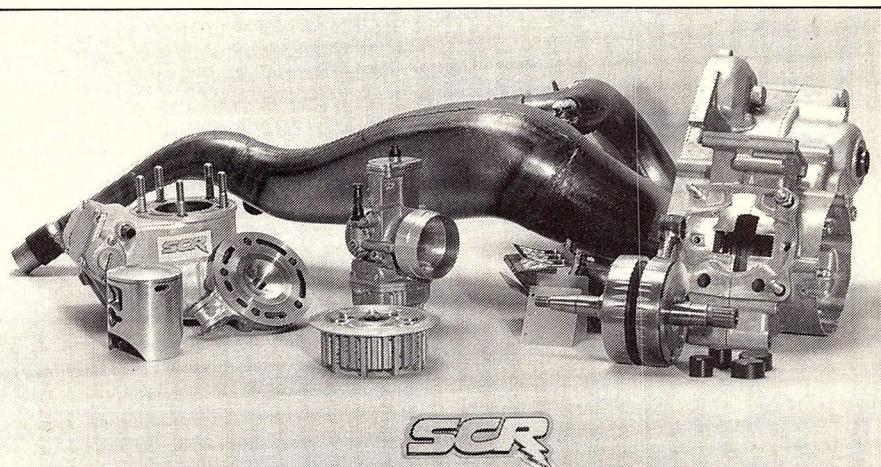
With credentials like this these guys can use anything they want. They've chosen Race Tech to do their suspension simply because it works! Satisfaction Guaranteed! East coast riders you don't have to miss a weekend of riding. Call or FAX now for a FACT SHEET on your specific bike.

Mental Edge Video and Log Book available now.



RACE TECH

(714) 594-7755
3227 Producer #127
Pomona, CA 91768



SCR

PACKAGES FOR SUZUKI, KAWASAKI, HONDA, YAMAHA & ATK

The SCR Performance machine shop is one of the "Best in the World," specializing in:

- Complete line of mail-order factory parts for Suzuki, Kawasaki & ATK
- Rated "Must Have" by *Motocross Action*, SCR Mikuni TMX Carb Mod.

- SCR factory pipes with Torque Rings allow you to tune your powerband for each track
- SCR RM 350 Big-Bore Stroker for the RM 250 featured in *Motocross Action* and *Dirt Bike*
- Personalized Tuning and Service

SCR

THE #1 SUZUKI DEALER IN THE U.S.

SUZUKI KAWASAKI COUNTRY
2057 N. Hamner Ave., Norco, CA 91760
CALL: (714) 734-0640, FAX: (714) 734-1611

"Blow Out"
PRICES

AMERICAN
EXPRESS

DISCOVER

MasterCard

VISA



CYCLE WORLD

MOTORCYCLE ACCESSORIES

**FREE
T-SHIRT!**

With
\$25.00 Minimum
Mail Order



**PANTS
& JERSEY**
\$57.97

Pants	
World Sport sizes 2-36	49.95
World Race sizes 2-36	67.95
World Race X-L 38-44	77.95
USA Splash sizes 2-38	87.95
AXO Ser 100	In Stock
AXO Kids	In Stock
AXO Series 131	In Stock
AXO Series 151	In Stock
Answer Sport	89.95
Answer AK-7	159.95
Sinisalo SCD-II	127.95
O'Neal Geo-II	127.95



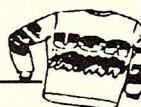
PRO DIRT BIKE		Bolt-On Performance
PRO Circuit Pipes	FMF Gold Series Pipe	\$147.50
Pipe and Silencer	FMF Ram Valve	147.50
Boyesen RAD Valve	Boyesen Reeds	77.95
Boyesen Reeds	Alloy Silencer	137.50
AMP Link	Answer S/A Pro	19.95
Answer Sneaker	Answer Rroost Boost Plus	47.50
Answer Rroost Boost Plus	Spi Fire Spark Plugs	119.50
Multi-Air Filter	Multi-Air Filter	54.99
		6.50
		19.95

BIG OFF

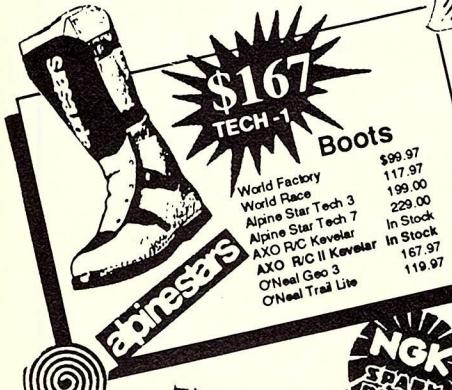


Jerseys	
World Pro-Sport	\$12.95
World Padded Plus	18.95
USA Padded Splatter	23.95
USA Gel III	31.99
AXO Comp 4	In Stock
AXO Gel - II	In Stock
AXO AquaTour	In Stock
Pro-circuit Gel	49.95
Answer Sport	24.95
Answer AK-7	43.95
Sinisalo Sport	23.95
O'Neal Prints	44.95

**\$12.95
Pro-Sport
Jersey**



WORLD



**Full Face
\$47.99**

#2800



Helmets

Bieffe Open Face	\$41.99	Bieffe Hi-Tech Solid	\$159.99
Bieffe 2800 Full Face	47.99	Bieffe Hi-Tech Multi	187.99
Kids 380 Full Face	54.99	Arai MX-R Solid	213.99
Adult 380 Full Face	57.99	Arai MX-R Team	219.99
Sports Full Face	67.99	Arai Stanton / Euro	237.99
Monarch Kids	57.99	Shoei FX-2	179.99
Bieffe BX-6	96.99	Shoei VF-X	337.97
Bieffe BX-6 RaceReplica	127.99	Answer Tek-6	257.99
Bieffe BX-6 / Troy Lee	139.99	Bell Moto 6	257.99

Lubricants

	EACH	12 PACK
Bel-Ray MC-1	\$3.47	\$39.97
Bel-Ray MC-1 Gal.	25.97	N/A
Maxima Sup M	3.47	39.97
Maxima Sup M 1/2 gal.	11.97	136.00
Maxima 927	4.27	48.97
Maxima 927 1/2 gal.	16.95	189.00
Spectro Gold Pre-Mix	3.47	39.97
Spectro Gold 1/2 gal.	15.97	179.00
Maxima Fork Oil	3.37	38.97
Spray Filter Cleaner	4.97	56.97
Filter Oil	4.97	56.97
Maxima Gear Oil	4.27	48.97
Chain Lube - Lrg.	5.37	61.97

SINSAI

SCOTT
Goggles

Bars / Grips / Levers

Alloy Levers - pair	\$9.97
Split P perch	7.97
World Super Bars	24.99
Answer Alumilites	53.97
Rental Bars	53.97
Pro-Taper Bars-Kit	84.97
Scott Grips	5.27
Plastic Hand Guards	4.97
Alum Bark Busters	19.97
Easy Clutch	37.97
Roko Lever Stems	30.97
Aluminum work stand	6.97
Front Fenders	47.97
Rear Fenders	24.97
Front Fenders	21.97
Tie Downs-Heavy Duty Pr.	15.97
Ansco Tie Domes Pair	13.97
Fork Boots	19.97
Twist Throttles	17.97
Enduro Jug-1Q.	13.97
Throttle Clutch Cables	9.97
EBC Brake Pads	19.97
EBC HD Clutch Kit	49.97
Numbers Pk. of 3 - BLK.	2.97
Numbers Plate Background	9.97
Ansco Number Plates	29.97
NGK Race Spark Plugs	3.97
EFIX Helmet Decal Kit	24.97

ANSWER

**NGK
SPARK PLUGS**
97¢

**AXO
PACKAGE DEALS**

- Series 100 Pants, Comp 3 Jersey Series 21 Gloves
- Series 125 Pants, Comp 3 Jersey, Series 21 Gloves
- Series 151 Pants, Aqua Tour Jersey, Series 21 Gloves, R/C 2 Kevlar Boots
- Series 131 Pants, Comp 4 Jersey, Series 21 Gloves
- Series 131 Pants, Gel-2 Jersey, Series 91 Gloves, R/C 2 Kevlar Boots
- Axis Belt, Pentagon Armour, Type 2 Large Gearbag, Smith Goggle Pack, Boot Sox

Toll Free 1-800-848-9849

Calif. 714-636-3860 • Cust. Service 714-636-3820

Visit any of our stores

Mail Orders to:
GARDEN GROVE
13576 Harbor Blvd.
Garden Grove, CA 92643

EL TORO
23372 El Toro Rd.
Muirlands & El Toro

FULLERTON
3241 Associated Rd.
57 Fwy. at Imperial

HANDLEBAR PACKAGE

- WORLD C-6 PRO BARS
- WORLD CROSS BAR PAD
- PRO GRIPS TOTAL \$19.95

Fax Orders: (714) 636-6230

OPEN 7 DAYS

**SORRY NO
CATALOG**



NOBODY BEATS OUR PRICES!!



BRIDGESTONE

Hook -Up Pack
Front 300 x 21 \$99.50
Rear 100,110, x 18" or 19"

1 - FRONT
1 - REAR
2 - TUBES

Your Choice
M-23, M-22, or M-58

BERM BUSTER PACK

Kenthal
WORLDWIDE

HANDLE BARS
WORKS GRIPS
BAR PAD

\$57.00

THE MOST
POPULAR BARS
IN THE WORLD



NEW
MX-R
HELMET

TECH 3 BOOTS
"aphestas" BOTH \$399

"FREE HELMET BAG"

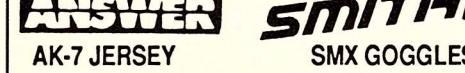
SORRY
NO
CATALOG

WE RACE!!

All our staff are
dedicated riders.
We're at the track
every weekend.
We know what works!



NOBODY BEATS OUR PRICES!!



Toll Free 1-800-848-9849

Calif. 714-636-3860 • Cust. Service 714-636-3820

Mail Orders to:
GARDEN GROVE

13576 Harbor Blvd. 23372 El Toro Rd. 3241 Associated Rd.
Garden Grove, CA 92643 Muirlands & El Toro 57 Fwy. at Imperial

Visit any of our stores

EL TORO **FULLERTON**
23372 El Toro Rd. 3241 Associated Rd.
Muirlands & El Toro 57 Fwy. at Imperial

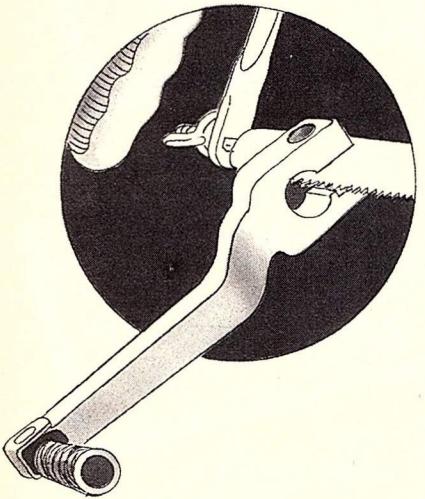


GEL
PRINTS
IN STOCK

OPEN 7 DAYS

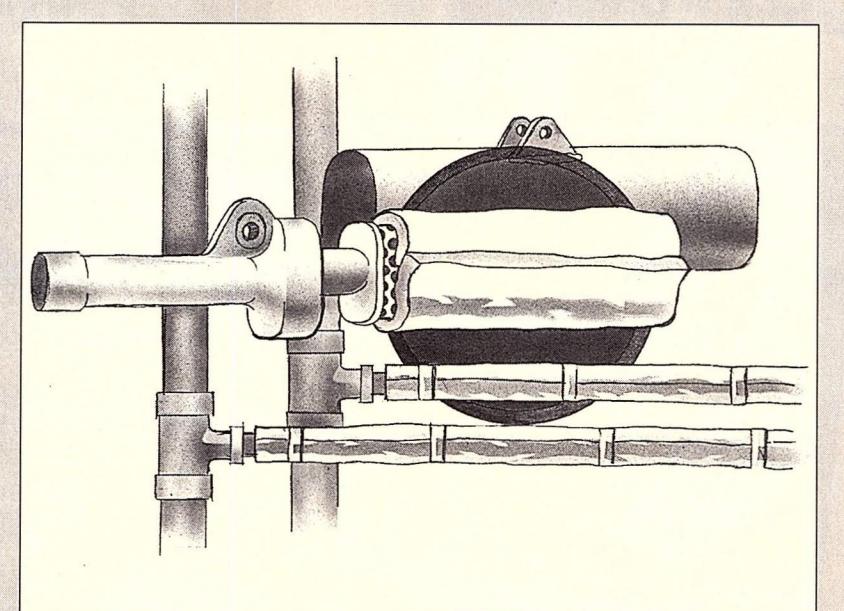
TRAIL TIPS

Perhaps you're wondering why that great Trail Tip you sent in was never published. You thought that it was way better than all those ones that they publish every month, and you even included a sketch and your social security number just like the instructions said. So what's the problem? We'll tell you what the problem is: Chances are that at least 484,957,225 other people thought that your idea was good enough to send in as well. So on this, the 10th anniversary of *Dirt Rider*, we'd like to publish our own personal list of the most-sent-in tips one more time and then put them to bed forever.



SLOPPY SHIFTING

I saved tons of money when my shift lever (or kickstarter or brake pedal) wore loose on the splines. Instead of buying a new lever, use a hacksaw to cut the slot in the back wider. That way the bolt can get a better grip on the shaft. (This tip works pretty well, but in using it, you take the chance of ruining a \$50-plus shift shaft to avoid buying a \$20 shift lever.)



PACK IT IN

When your silencer needs repacking don't buy that expensive stuff at your dealer made specially for silencers. Instead, use fiberglass wall insulation (or plumbers pipe wrap or any other source of fiberglass) to pack your silencer. This is a cheap and effective way to quiet your bike, but it generally won't last as long as specially made muffler packing material.

BETTER GET A BUCKET...

Instead of spending large amounts of money on a bike stand for your motorcycle, use a five-gallon bucket. When turned upside-down the bucket works as well as a factory bike stand, and when you're not using it as a stand, you can use it to store all of your cleaning supplies and extra moto gear.

UNCHAINED

Don't buy expensive chain lubes! Instead of chain lube put chain saw bar oil (or old gearbox oil or new gear oil) in a squeeze bottle and squirt that on your chain. (We get this tip all the time and frankly, we're puzzled; after all, the chemical companies have done massive amounts of research and development, and a \$5 can will last for months.)

BACK IT UP

I've found a great way to make backgrounds for my bike's number plates. I simply take a roll of colored contact paper, cut it to size and stick it on. It lasts a long time, looks

great and comes in just about any color you need. The contact paper only costs about \$2 a roll while regular number plate backing costs around \$12.

SLIPPERY CLEANER

I use WD-40 to get the chain lube, exhaust mung or grease stains off my bike. (This often-repeated tip is a great one. WD-40 is an almost-universal lubricant and is also a great solvent and cleaner.)

STRAPPED IN

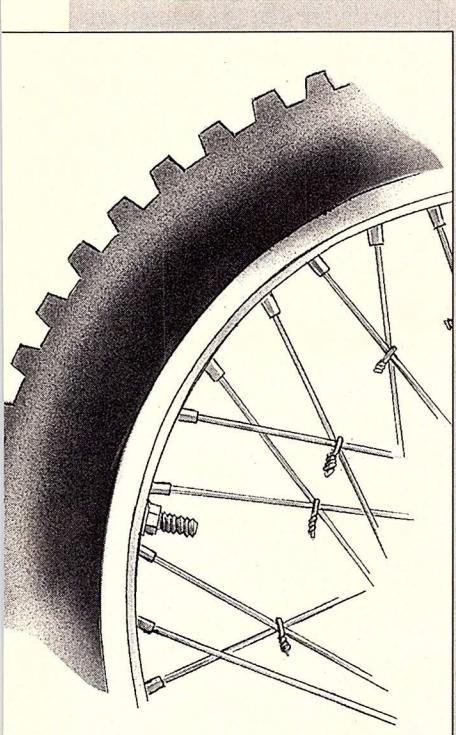
It seems like every time I go riding I get into situations where I have to get off my bike and lug it out of or into an area. The problem is that there is really no good place to grab the rear of the bike. To solve this problem I cut a piece of an old seatbelt (or tiedown, leash, etc.) and bolted it over the rear fender behind the seat. Nearly all bikes have rear fender mounting bolts near the seat/fender juncture, making this mod a snap. Now it's a snap to lift my bike.

CLEARLY SUPERIOR

Do your stickers start peeling after only a short time? I found that if you put clear fingernail polish (or clear lacquer or varnish) around the edges it will keep the stickers firmly in place for much longer.

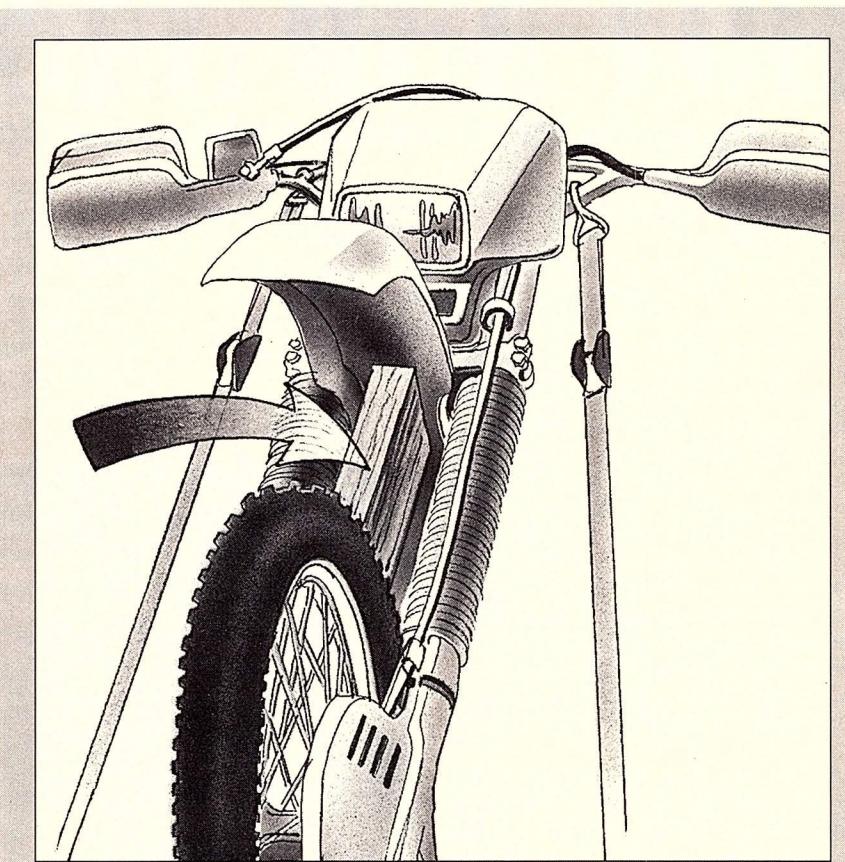
BRUSH OFF

I don't waste money at the coin-op car wash; I wash my bike at home with soapy water and use a toilet brush (or a long-handled or dish-washing brush). The brush lets me scrub off the stubborn chunks first. Then I can get the rest off with a hose and sponge.



SPKE UP

You too can avoid the danger of having a spoke break and get stuck in your bike's brakes or chain. Use safety wire (or zip-ties or solder) and tie the spokes together where they cross. That will help keep them in place if they break or come loose. (This tip has a great following, even though the only racers we see doing it are SCORE racers, and it is required for all SCORE events.)



SPRING HAS SPRUNG

Do you worry about placing stress on your bike's fork springs when you have to compress the suspension on those long hauls in your truck? I have found a solution: Take a piece of PVC pipe (or two-by-four, metal piping, etc.) and wedge it between the front tire and the bottom of the triple clamps. Now tie your bike down and you're set. The bike won't go anywhere, and the brace will prevent premature wear and tear on your springs.

HEY BUDDY, CAN YOU SPARE SOME CHANGE?

My grips kept tearing out at the ends, so I put a coin on the inside before installing them. This prevents the bar from pushing through the grips. I use a nickel, but a quarter works just as well.

NO-SLIP GRIPS

I hate it when my grips slip, so I stick them on for good with paint (or weatherstrip adhesive, WD-40, friction tape and solvent or double-sided grip tape). Now they never come loose! (Naturally, we thought the guys with the WD-40 must have been sniffing the stuff first, but it seems to work pretty well on steel handlebars.)

"Trail Tips" is a forum for riders to share helpful hints they've devised. We pay \$25 for each Trail Tip we print (or, if you wish, we will donate your payment to the AMA Legislative Support Fund). Illustrated tips are preferred, so please include a sketch or photo if appropriate (sorry, we cannot return any materials you send). Mail your tip to Dirt Rider, Attention: "Trail Tips," 8490 Sunset Blvd., Los Angeles, CA 90069.

You must also include your name, address and social security number. We can't pay you if we don't have your social security number.

As we print many tips about many subjects, we cannot vouch for the accuracy or safety of every tip we print. We urge you to take commonsense precautions before attempting any of these tips.

DR

HOT AND NASTY!

1993
K T M
3 0 0
E / X C

New and improved equals bad news for the competition.

It is business, but KTM does care about enduro riders and the enduro market. The company has been careful to maintain enough motocross involvement to keep current on the latest technology, but they never forget that enduro riders pay most of the bills. Just look at how they treat their enduro machines. Only KTM has transferred every last millimeter of new technology from their most current motocrosser to their enduro machines. KTM is also the only company that ensures their E/XC line arrives early in the season. Other manufacturers bust their buns getting their motocross lineup out then leave the enduro machines for later. KTM knows that enduro riders—like their defending AMA National Enduro Champ, Jeff Russell—want technology, too.

As they did with the 250 SX, KTM scraped off all the old plastic and gave the new E/XC models a light and spacey look. In fact, every update that the SX got is found on the E/XC. A stronger front brake, pleasantly reshaped control levers, die-cast magnesium center cases and new White Power suspension units are the main changes that found their way onto all the 1993 KTM's. However, the front brake and suspension changes are the most important.

The new master cylinder with a reshaped lever has made a huge improvement in braking power, and the brake still has excellent feel. This improved stopping power allows the rider to go fast and use less energy. Suspension updates are limited mostly to new valving front and rear, but the fork gets a new triple clamp and bushings.



This would be a bad time to have a bike with a sudden power delivery. The E/XC's power is now totally seamless with terrific power right off idle.

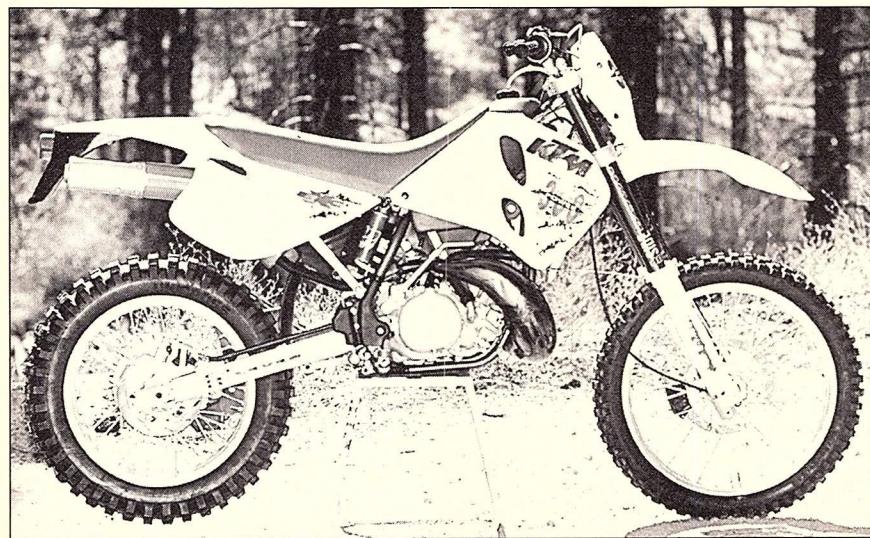
Since its introduction in 1990 the 300's reputation has improved further. There's nothing in the 1993 engine bay that will tarnish that reputation. Strengthened shift forks along with a new clutch actuating ratio and new fiber plate material have substantially improved shifting and clutch action. You won't need to shift much, though, since new porting gives the 300 an incredibly smooth and tractable powerband. The power delivery is perfect in slippery terrain, yet it's meaty enough to handle high-traction situations without bogging. The best part is that all this power comes without sacrifice. It feels like an easy-to-ride 250. Our bike even had the small SX-style fuel tank, but the range was still well over 50 miles.

Even with all the changes, KTM was careful not to get rid of any of the good stuff. There is still a quality aluminum handlebar, strong, light wheels with giant spokes, a no-tools



We weren't sure about the styling of the new KTM E/XCs when we first saw the photos, but the bike is strikingly attractive. Don't worry; the purple powder-coated muffler is still stealth.

The trouble with Lake Arrowhead's Deep Creek trail crossing isn't the water; it's the rocks! They weren't a problem for the new KTM 300 E/XC, though. Local trail ace Jim Bollingmo shows us the correct path.



Very little was changed on the KTM frame other than new brackets for the radically revised bodywork, but you would never know that after riding the bike. It has a whole new feel, steers incredibly well and has the smoothest power ever.



air filter retention system, a reliable odometer and drive unit and good lights. Most important, the muffler is still the same quiet, well-mounted and effective unit that KTM has used for a couple of years now. It comes fitted with a no-hassle spark arrestor dressed in the natural aluminum color.

HAPPY TRAILS TO YOU!

The mixture of radical new changes, carefully updated components and time-proven parts has combined to make a wonderful trail machine. We spent a little over 50 miles on trails in Big Bear and Lake Arrowhead, California. The terrain included smooth fire roads, gnarled and rutted four-wheel-drive roads, rock fields and twisty single tracks—about as good an Eastern test as we get on the West Coast. On the fast roads and trails we found that the KTM makes some serious top-end speed (Eastern racers may opt for lower gearing). Not to worry, though; the suspension is up to this kind of abuse. We soon got into the rocks, and there the engine and suspension showed huge improvements over the already-excellent 1992 300 E/XC we had along.

Just past the rocks we got into some tight, twisty, technical single-

track trails that were a lot of work on the '92 300. Fortunately, the '93 KTM shares the same incredible turning manners as the new 250 SX we evaluated recently; the softer springs and improved valving rates combine to make the KTM's precise steering even more amazing than this year's model. It simply saws up a tight trail with very little effort.

Our ride leader is a regular on the

San Bernardino Mountain trails, and he felt that he'd never ridden any motorcycle set up as well for trail use as the totally box-stock 300 E/XC! Taller riders may be disgruntled with the compact ergonomics, but otherwise the E/XC has little that we can criticize. Our hard day of riding failed to uncover any major weaknesses. Stay tuned for some serious race-testing to see what we discover! >



All of our riders were happy with the KTM's ergonomics when standing, but shorter riders will really like the new low seat height (roughly 1.5 inches lower than a YZ125!). Taller riders will feel scrunched, but K-Style will offer taller seat foam and a matching cover.

LOCKHART Racing PHILLIPS

U.S.A.

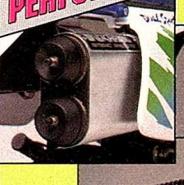
APPAREL

Jackets



PERFORMANCE

Dual Shot Exhaust



ACCESSORIES

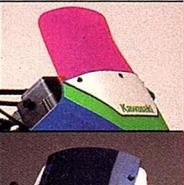
Headlight Guards



Tank & Seat Covers



Color Windscreens



Fork Springs



Brake Lines



Recalibration Kits



Color Rims



Skid Plates



CALIFORNIA • MARYLAND

Over 1,000 accessory selections are featured in our NEW 48 page color Dualsport Catalog. To order, send \$2.00* to Lockhart-Phillips, U.S.A., Dept. DR, 991 Calle Negocio, San Clemente, CA 92672. (800) 221-7291. * US \$4.00 from Canada.

DUALSPORT ONLY!

L-P USA offers the most complete line of performance products, apparel, accessories and gear for dualsporting! Check out our Dual Shot performance systems, jetting kits, headlight guards, bars, gas turn signals, bars, gas tanks, kidney belts, body parts, gauge guards, racks, luggage, specialty supplies and more!

On the street and on the trail, count on Lockhart-Phillips, U.S.A. for your Dualsport excitement!

LOCKHART
Racing
PHILLIPS

U.S.A.

1992

USA's FIRST
DUAL-
SPORT
CAT-
LOG

INDUSTRIES

WE'RE FAST, FRIENDLY, KNOWLEDGEABLE,



ASK
ABOUT
FREQUENT
ORDER
DISCOUNT!

TO ORDER
800-949-2827
INFORMATION
805-948-8698

NATIONWIDE CYCLE • 658 WEST AVENUE J • LANCASTER, CA 93534
WE WELCOME VISA • MASTERCARD • DISCOVER • C.O.D.

HOURS - MON-FRI 7 A.M. - 5 P.M. PST

DUNLOP

D752

90/100-14

IRC

M5B

70/100-17

FMF

Gold Series Pipes

31.99

2 Stroke

from 149.99

SHOEI

VFX Solid

CALL

100/100-18

48.99

130/80-18

4 Stroke

from 269.99

VFX Colors

CALL

110/100-18

52.99

140/80-18

Powercore Silencers

51.99

FX2

CALL

120/100-18

56.99

100/90-19

2 Stroke

59.99

VTJ Kids

CALL

100/90-19

52.99

110/90-19

From

149.99

Arai

CALL

120/90-19

60.99

460-17

From

39.99

MXE Solid

214.99

80/100-21

47.99

510-17

SA PRO

From 79.99

MXR Solid

203.99

K695 IT

100/100-17

Equalizer

from 64.99

MXA Solid

192.99

100/100-12

18.99

510-18

VFC

89.99

MXA Stanton

239.99

100/100-14

25.99

110/100-18

Legalizer

From 39.99

MXA Splash

227.99

100/100-18

56.99

120/100-18

Sparky

From 39.99

BIGFOOT

BX6

100/90-19

52.99

K257

Hush Puppy

79.99

From 89.99

110/90-19

56.99

410-14

ISDE

117.99

From 163.99

120/90-19

60.99

460-17

Supertrapp

CALL

CALL

K490

CALL

Sprockets

CALL

K707

CALL

ANSWER

ONeAL

K139

CALL

Sidewinder

CALL

K990

CALL

SUNSTAR

SUNSTAR

BRIDGESTONE

510-18

Chain

THOR

M22

530-18

D.I.D.

apostars

300-21

19.99

TK

And All The Rest!

410-14

23.99

100/90-19

Brake Pads

USA

300-16

24.99

110/90-19

EBC

MOOSE

510-17

45.99

100/100-18

Bars

CEET

400-18

46.99

100/90-19

ANSWER

Twin Air

410-18

42.99

100/90-19

ONEAL

GAERNE

510-18

51.99

100/90-19

SCOTT

MAGURA

275-17 M23

23.99

100/90-19

SMITH

SMITH

250-19 M23

24.99

100/90-19

ANCRa

UNI FILTER

300-21 M23

36.99

100/90-19

Boyesen

OG

80/100-21 ED11

38.99

100/90-19

maier

MISECO

M39/M40

CALL

100/90-19

Small

From 3.99

PSI

M58/M62

CALL

100/90-19

Large

From 7.99

PSI

NATIONWIDE SALUTES DIRT RIDER — 10 YEARS AND GOING STRONG!

WE CARRY ALL OF YOUR DIRT AND DUALSPORT NEEDS!

PRICE AND AVAILABILITY MAY VARY - SHIPPING AND HANDLING ADDITIONAL - SORRY, NO CATALOG!

SUPERFLY



FLYWHEEL WEIGHTS

have a patented mounting system that gives you easy installation, tunability, and reliability.

Installation - can be done at home or at the track without removing or modifying your stock flywheel.

Tunability - mount the Superfly in minutes to add tractability, smoother power, decreased stalling and easier starting. Take it back off for stock power delivery.

Reliability guaranteed. Will not come unscrewed. Used and tested by National Enduro, Hare Scrambles, and ISDE riders. Kits include all the necessary parts including cover spacers when needed, and FREE Shipping in 48 states for \$85.00.

STEADLY PRODUCTS 1-800-800-2363.

9950 SE Bull Run Rd. Corbett, OR



We also sell large capacity fuel tanks for \$99.95 and other offroad goodies.

DR TEST REPORT

MC MAKE/MODEL: KTM 300 E/XC

LOCATION: Big Bear, CA

WEATHER: Sunny

ENGINE TYPE: Two-stroke, case reed

BORE & STROKE: 72.0 x 73.0mm

TRANSMISSION: Five-speed

FINAL GEARING: 14/52

SPARK PLUG: NGK B9EGV

FUEL: Premium unleaded/Duralube @ 40:1

SILENCER: Std.

CARBURETOR: Keihin PJ38

MAIN JET: 185 (std.)

PILOT: 52 (std.)

NEEDLE JET: Fixed

NEEDLE: 1464-N (std.)

NEEDLE CLIP POSITION: 2

SLIDE: 5.5

CARB PERFORMANCE: Clean

SEAT HEIGHT: 36.5 in.

WHEELBASE: 58.5 in.

CLAIMED DRY WEIGHT: 226.0 lb.

FUEL CAPACITY: 2.7 gal.

RESERVE: Yes

FORK: White Power 4057

TRAVEL: 11.4 in.

FORK SPRINGS: 0.40 kg/mm

PRELOAD: 12mm

COMPRESSION ADJ: 5 out

REBOUND ADJ: 4 out

OIL LEVEL: 140mm

SHOCK: White Power 4681 Super Adjuster

SHOCK SPRING: 5.0 kg/mm

WHEEL TRAVEL: 12.7 in.

SAG: 100mm

COMPRESSION ADJ: 3 out

REBOUND ADJ: 4 out

FRONT TIRE: 90/90-21 Metzeler Unicross

PRESSURE: 12 psi

ADJUSTMENTS FOR TESTING: Raised needle clip one position for altitude.

PROBLEMS ENCOUNTERED: Crash damage, low seat height.

ENGINE PERFORMANCE: Excellent! Supertractable, no hitches in delivery.

SUSPENSION PERFORMANCE: Excellent!

Great in the rocks and tight trails but still good in fast, rough terrain.

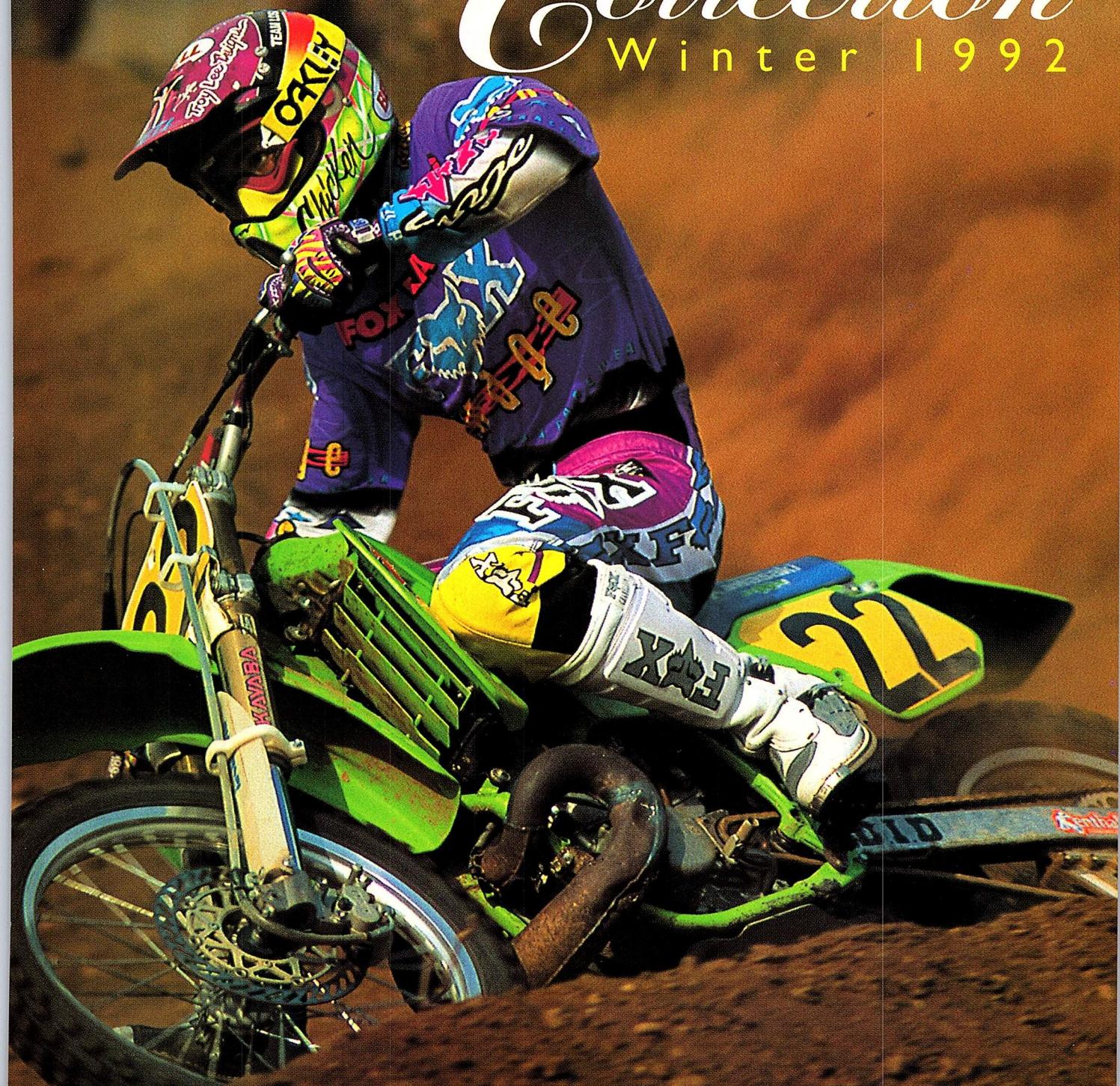
TOTAL TIME ON MC: 7 hrs.

OVERALL IMPRESSION: Totally competitive but better suited ergonomically to shorter riders. Big improvements in braking, shifting, steering and power delivery.

DR

FOX

Collection Winter 1992



\$139



NEW!

Fox 360° Racepants, # 734 Purple

360° racepant

A whole new pant from the ankles up. New fit patterns, new fabrics, new graphics, new innovations. This is by far the most technical motocross pant we have ever offered.

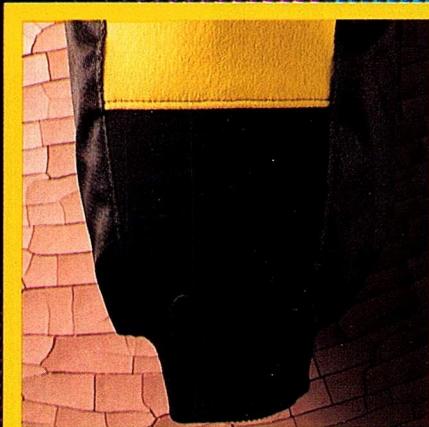
The first thing you will notice when you put on a pair of 360° Racepants is our all-new, exclusive Fly-Cam waist closure system. The Fly-Cam pant buckle does for racepants what buckles did for boots: comfort, security and style. It's so easy to use and so trick, you'll never settle for the old method again.

The next thing you'll notice about these pants is the stretch Kevlar® panels that wrap completely around your knees. These panels increase flexibility with unrestricted, 360° movement. You won't believe how amazing this 360° Kevlar® feels, especially if you wear a knee brace.

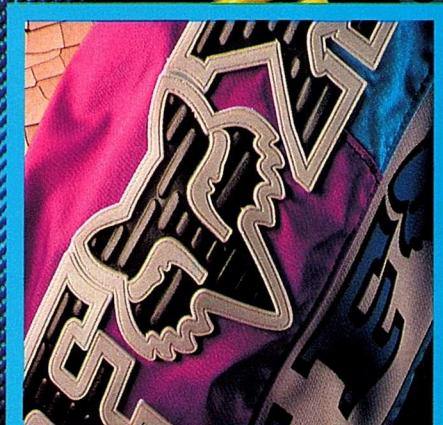
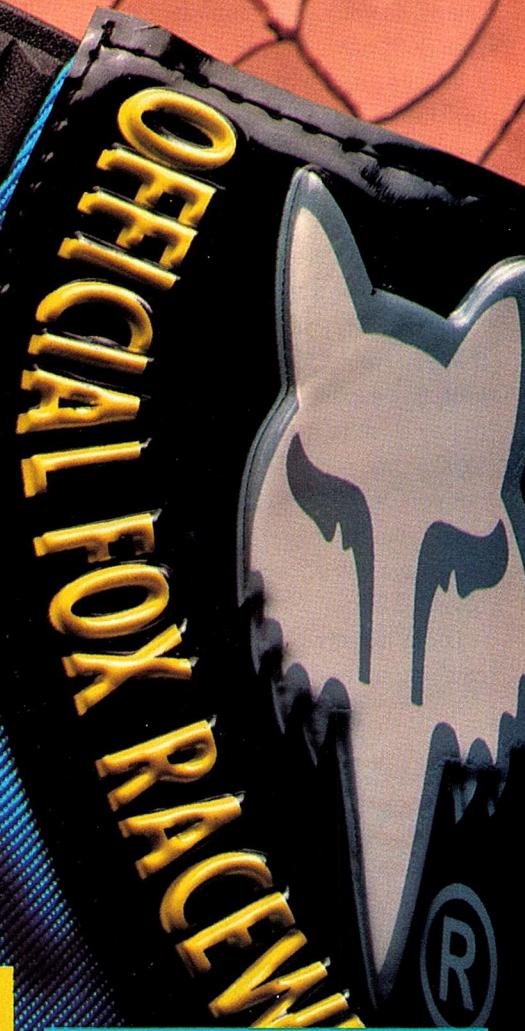
Another innovation on this pant that you will really appreciate is the stretch Spandex panel at the crotch. The Spandex allows just the right amount of support and comfort. It's a small detail, but one that really makes a difference.

360 Racepants are constructed using anvil-strength 600 Denier nylon fabric. Months of testing and research was done until we found a nylon that was comfortable and bright, yet lasted moto after moto, wash after wash.

cont. next pg. →



▲ Neoprene rubber on the inside calf supplies added padding and comfort under your boots.



▲ We have given special attention to every detail on these pants: Front Fox logos are embossed Thermoweld outlined by injected soft plastic.

We created all-new fit patterns for our 1993 pants to make certain that these are the best fitting pant ever sold. 360° pants are cut with a slight bend in the knees to fit you best in a riding position. An elastic panel allows these pants to curve in the back for a superior fit.

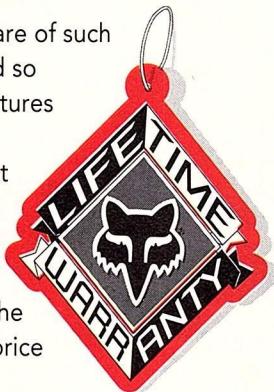
Another feature we insisted in these pants was triple stitching in all critical seams, so you can be confident that your 360° pants will take the abuse.

We are so sure of the quality of construction and the materials used to make our new 360° Racepants that we proudly offer a Lifetime warranty on every pair.

These pants are of such high quality and so loaded with features that you would probably expect to pay close to \$200 a pair, but you can have them for the incredible low price of only \$139.

Looks like the competition has some catching up to do.

Sizes 28"-38"



Fox 360° Racepant, # 731 Glo-Red

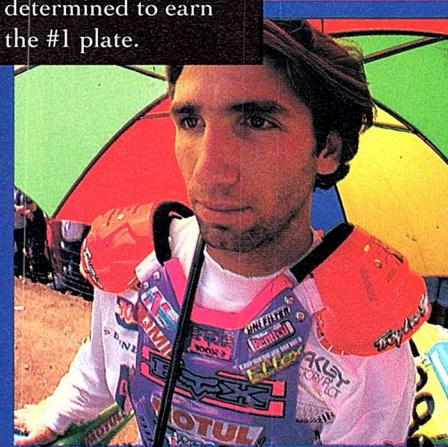


Fox 360° Racepant, # 733 Green

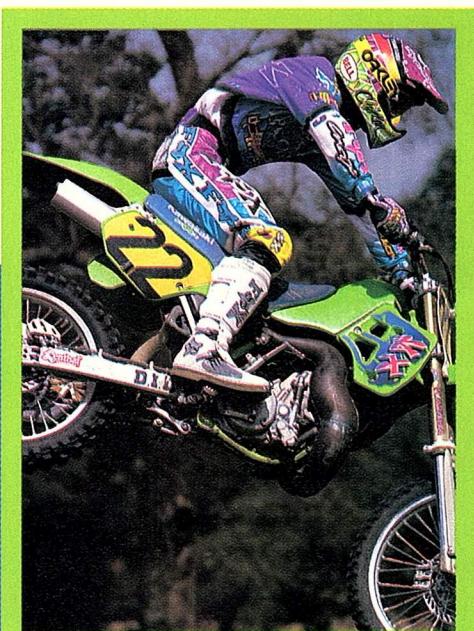
	28"	30"	32"	34"	36"	38"
Purple	25-7341	25-7342	25-7343	25-7344	25-7345	25-7346
Red	25-7311	25-7312	25-7313	25-7314	25-7315	25-7316
Green	25-7331	25-7332	25-7333	25-7334	25-7335	25-7336
Royal	25-7351	25-7352	25-7353	25-7354	25-7355	25-7356

▼ Look for Suzuki's Phil Lawrence to be a serious threat for the 125/West Supercross championship in '93. He is

determined to earn the #1 plate.



▲ Made in the shade. Matiasevich puts on his race face before the start of the Southwick outdoor National.



▲ You don't have to be a Kawasaki factory team member to appreciate the new wrap-around stretch Kevlar® on the knees of Fox 360° Racepants. They fit like a glove. A bullet-proof glove.

\$139

NEW!

Order a pair
of our shin guards with your
Racepants and pay only **\$6!**
(A \$20 value!)



22-26" 28-30" 32-44"
25-1000 25-1001 25-1002



Fox 360° Racepants, # 735 Royal blue

MONDAY
THRU
FRIDAY

8AM-5PM
PACIFIC
TIME



Call your local stocking Fox dealer first, or

Ti Kevlar® racepant

This year our Ti™ pant features Kevlar® at the knees for strength at this high-stress area. You can't find another MX pant with Kevlar® knees for this incredibly low price anywhere in the world. We are certain that you can't find a better pant for less than \$100 anywhere, and we guarantee it.



Most manufacturers cut corners and use cheap nylon to build their low-priced pants. We don't. We make these pants using heavy-duty, 500 Denier twill nylon. There's nothing cheap about it.

Another feature we insisted on these pants was triple stitching at all critical seams, so you can be confident that these pants can stand up to all the abuse that you give them.

We have never been so excited about a pair of pants: great graphics, Kevlar® knees, triple stitching and a Lifetime Warranty, all for the unbelievable low price of only \$99!

When you add up features, quality, value and style, Fox Ti™ Racepants are the best value motocross has ever seen.

Sizes: 22"-44"

► When Kevin Foley isn't taking home amateur Championships, he's working on the Space Shuttle for NASA.

Davey Coombs photo



Kids sizes 22"-26" are only \$79

	22"	24"	26"	28"	30"	32"	34"	36"	38"	40"	42"	44"
Royal	25-2351	25-2352	25-2353	25-6351	25-6352	25-6353	25-6354	25-6355	25-6356	25-6357	25-6358	25-6359
Purple	N/A	N/A	N/A	N/A	25-6342	25-6343	25-6344	25-6345	25-6346	N/A	N/A	N/A

► A rider can't make it to the top alone. Every factory star has parents who have supported them from day one. Jeff's dad cleans his helmet.

Chris Hultner photo



Fox Ti Racepant, # 634 Purple

At the unbelievable low price of

\$99

Check out what the experts
have to say about Fox
Ti Racepants:

“
Fox wasn't interested in the regular
plan for building a low-cost
pair of pants...

The fabric isn't the usual econo-
pants fabric. In fact it doesn't have
an econo look at all. Fox could
have put this fabric on their
expensive pants and no one would
have been suspicious.

You would need to memorize the
Fox Motocross Clothing Catalog
and be something of a gear snob
to be able to identify Ti's as
economy pants.

“
Ti's feel and last as well as
expensive pants too, which is to
say nothing has failed on the pants
during months of testing.
No seams have blown out.
No logos have come off.
That's good because we are harder
on riding pants than most people.

“
-Dirt Bike Magazine



NEW!

Now
Available in Sizes
22" to 44"

Order a pair
of our shin guards with your Ti
racepants and pay only **\$6!**
(A \$20 value!)



22-26" 28-30" 32-44"
25-1000 25-1001 25-1002

Fox Ti Racepants, # 635 Royal blue

fx jersey

The all-new 1993 Fox FX jersey is now lighter in weight and amazingly comfortable because now it is 100% cotton. You don't have to sacrifice comfort to have the bold, bright colors that only a gelprint jersey has. The 1993 Fox FX is the only all-over-print jersey on the market made with this special fabric.

What makes this jersey so special is the unique print method that allows for the brightest, most stunning colors ever. Our special inks do not restrict air-flow or perspiration evaporation.

We added just the right finishing touches to this premium jersey: Lightly padded elbows, and an extra long tail that will stay tucked through an entire moto.

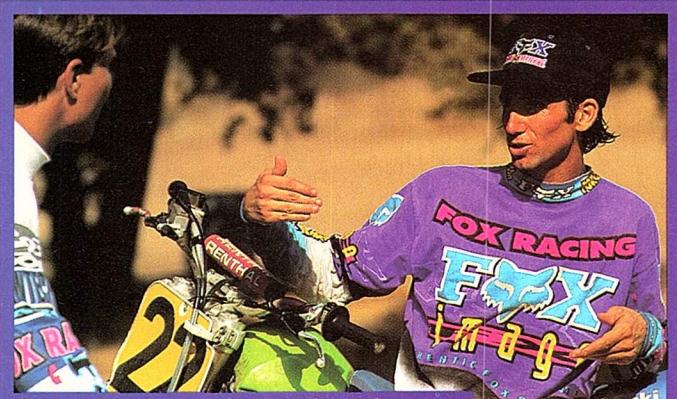
Sizes: Small-XXLarge



Now at the unbeatable low price of

\$45

	Sm	Med	Lrg	XL	XXL
Red	04-9311	04-9312	04-9313	04-9314	04-9315
Purple	04-9341	04-9342	04-9343	04-9344	04-9345
Royal	04-9351	04-9352	04-9353	04-9354	04-9355

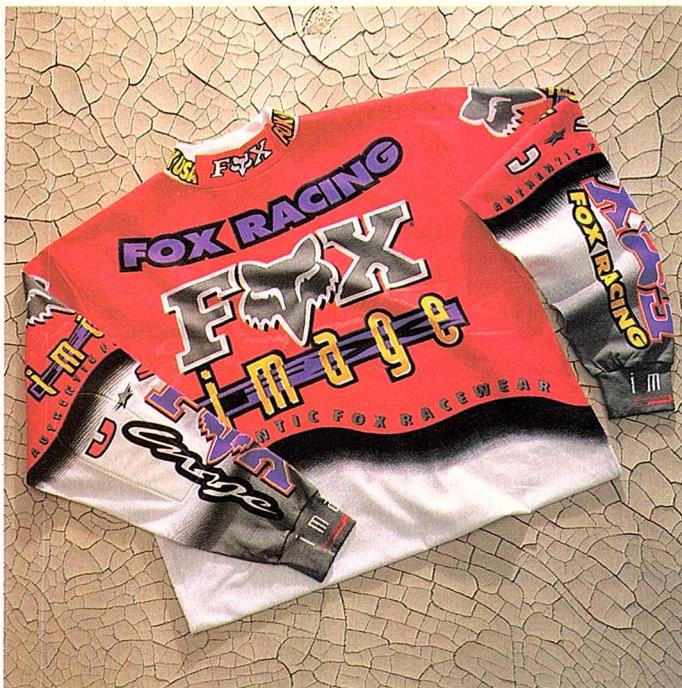


▲ Chicken knows. Fox is the only company that makes a 100% cotton Gelprint motocross jersey. It is lightweight and more comfortable than the rest by a mile.

► Chris Neal's dad runs a motorcycle parts shop in the Hollister Hills offroad park.



all the factory teams will have 18-wheelers. Chris Hultner photo



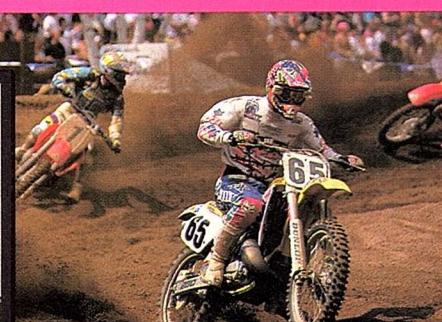
Fox FX jersey, # 931 Glo-Red



Fox FX jersey, # 935 Royal blue



▲ Kawasaki was first, but next year



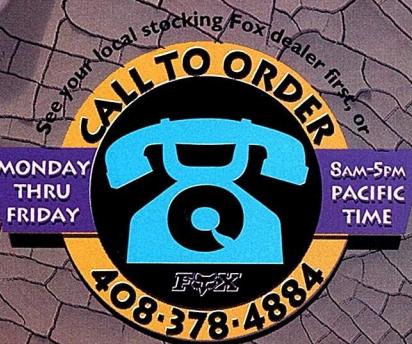
▲ Phil Lawrence roosts a sandy Southwick berm ahead of motocross maverick Jean-michael Bayle.

Chris Hultner photo

NEW!



Fox Gelprint jersey, # 934 Purple



MONDAY
THRU
FRIDAY

8AM-5PM
PACIFIC
TIME

HC93 jersey

Brand new for 1993. Finally, a motocross jersey that has all you want at a reasonable price: comfortable fabric, great graphics and attention to detail.

The jersey fabric is an excellent 50/50 cotton-polyester blend. Not too heavy and not too light.

Comfortable, ribbed cuff and collar help absorb perspiration. Lightly padded elbows add that finishing touch of comfort, protection and style.

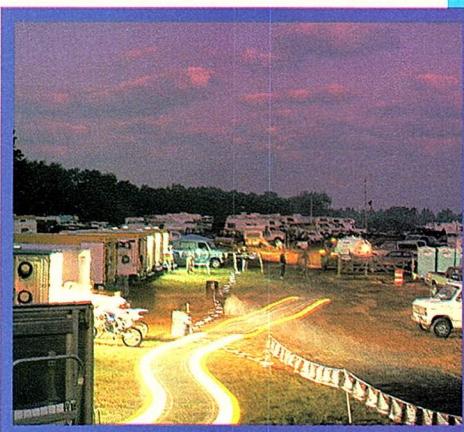
We gave this jersey an extra long tail, so it will stay tucked in through an entire moto.

Made in America.
Sizes: Small-XXLarge

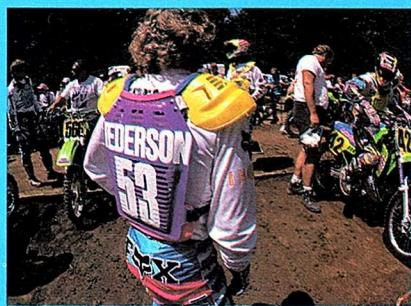


The unbeatable price of
\$23.99

	Sm	Med	Lrg	XL	XXL
Red	04-5311	04-5312	04-5313	04-5314	04-5315
Green	04-5331	04-5332	04-5333	04-5334	04-5335
Purple	04-5341	04-5342	04-5343	04-5344	04-5345
Royal	04-5351	04-5352	04-5353	04-5354	04-5355



▼ Chad Pederson surveys the starting line prior to his first ever 500 National at Washougal. He finished 9th.



▲ Dawn patrol.
Ever wonder
how early the
teams show up
to a National?
5:30am at
Steel City
Pennsylvania.
Chris Hultner photo



Fox HC93 jersey, # 533 Fluorescent green



Fox HC93 jersey, # 534 Purple

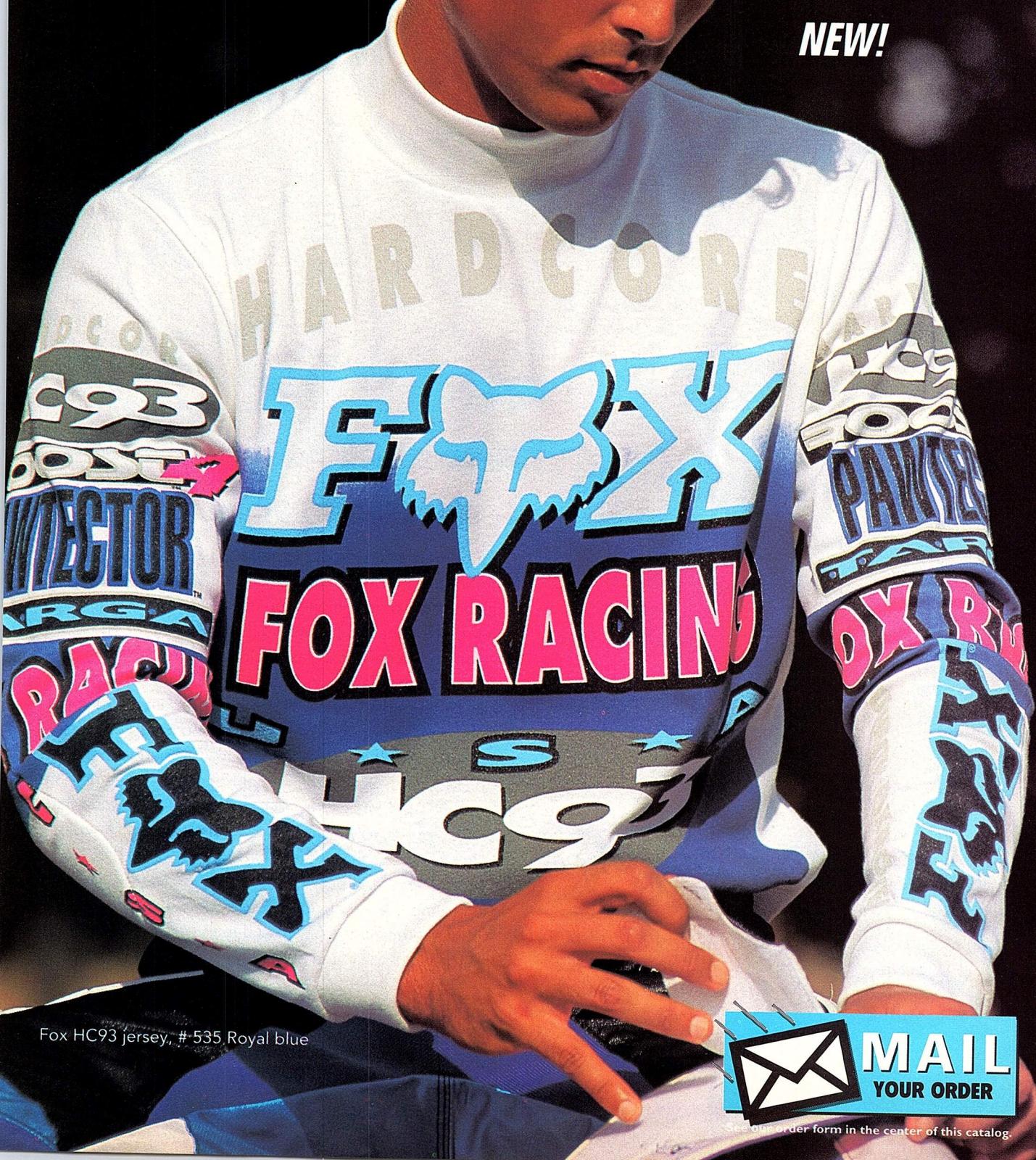


Fox HC93 jersey, # 531 Fluorescent red



Made in America

NEW!



Fox HC93 jersey, #535 Royal blue



See our order form in the center of this catalog.



DESIGNED

for the offroad

RIDER who

DEMANDS Quality

and appreciates

Understated

Style.



Available Feb. 1, 1993

Fox Classic Offroad Jacket



\$127

Md 37-39" 14-8002

Lrg 40-42" 14-8003

XL 43-45" 14-8004

XXL 46-48" 14-8005



Made in America



classic offroad jacket

An offroad jacket should be able to handle a variety of conditions: winter cold, desert heat, thick brush, heavy rain, chilling wind. To design one you need experience. That's why we asked National #1 Enduro rider Jeff Russell for his help in developing the new Fox Classic Offroad jacket.

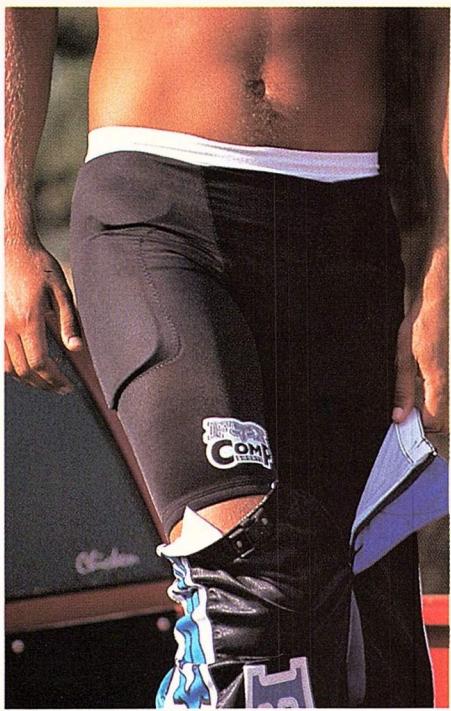
The outer shell is heavy, 1000 Denier DuPont® Cordura® nylon. This durable fabric will protect you from the elements, withstand abrasions, and keep you looking great for years.

Offroad riders know that conditions can change in a matter of hours. A cold, wet morning might become a blistering hot afternoon. The Classic Offroad jacket has a Velcro wind flap over the zippers, as well as Velcro wrist closures to keep out cold wind. When the weather heats up, just open the rainproof flap on the back of the jacket, loosen the sleeve closures, and the jacket ventilates to cool you down.

You'll appreciate the finishing details we gave this jacket: Corduroy inner collar and wrists prevent chafing. Sewn-in foam pads for elbow protection. A wide waist belt keeps the jacket on and secure for your entire ride. And the best feature of all: the price is only \$127!

Still not convinced this is the best offroad jacket around? You can always ask Jeff Russell. If you can catch him.

Sizes: Medium-XXLarge Black/cyan only



comp short

Worn under your MX pants, Fox Comp shorts are padded riding shorts that provide support and protection. AMA Enduro Champion Jeff Russel tested and developed the Comp short this season.

FIT. Comp shorts are 3" taller in back, so they stay in place when you are in the riding position. The wide, 3/4" legbands keep these shorts firmly in place without pinching.

COMFORT. The smooth fabric, stretch thread and flat seams eliminate chafing. These shorts are so comfortable, you'll never wear anything less again.

PROTECTION. Lightweight 1/4" foam padding (located in the tailbone, outer hip and front pelvis areas) helps protect against bruises and abrasions.

SUPPORT. Comp shorts provide firm, even compression. This "squeeze" helps delay the onset of fatigue by helping flush lactic acid out of the muscles. This compression also provides hamstring support.

Sizes: 28"-46"

28-30" 25-3001

32-34" 25-3002

36-38" 25-3003

40-42" 25-3004

44-46" 25-3005

\$28

foxtail toolpak

Don't get stuck miles out on the trail with a broken bike. Carry your tools with you on your next ride.

Our heavy-duty FoxTail toolpak is made entirely of 1000 Denier Cordura® nylon, so it will last through years of use.

It's easy to put on and off while you're wearing gloves because of our oversized, quick-release Fastex® buckle.

Lots of storage space: 1 padded tool compartment with 17 holders for tools and one pouch, 2 side compartments and one main compartment. Carry screwdrivers, spark plugs, gloves, levers, goggle lenses, etc.

\$29.95



FoxTail toolpak # 02-8000



Fox Classic Racepant

\$119

30"

32"

34"

36"

38"

40"

42"

25-8002

25-8003

25-8004

25-8005

25-8006

25-8007

25-8008

classic racepant

Everything you want in a quality offroad pant and less: Less logos.

Classic pants are made using many of the same features as our top-of-the-line 360° Racepants, but we use heavier, 1000 Denier Cordura® nylon and we left off all the racing logos.

We kept the wrap-around, 360° stretch Kevlar® at the knees, so these pants are excellent for riders who wear knee braces.

The inner-knee Kevlar® and triple stitching at critical seams help these pants stand up to years of abuse.

Also from our 360° pant is our revolutionary Fly-Cam waist closure system. The Fly-Cam pant buckle does for racepants what buckles did for boots: comfort, security and style. It's so easy to use and so trick, you'll never settle for the old method again.

There's only one feature we left off—an inflated price tag.

Lifetime Warranty.

Sizes: 30"-42"



roost2

New colors for 1993. Multi-color plastic and new graphics all match our new line of apparel.

Over 60,000 riders worldwide have chosen the Fox Roost2 as their choice for upper-body protection.

The Roost2 chest protector is so comfortable, we guarantee it. Try one on, if you don't agree this is the most comfortable full-coverage chest protector available, return it to us unused for a full refund. No one else offers a guarantee with



such confidence.
So now you have no more excuse not to wear the kind of protection

◀ Personalize it. Chicken adds some of his favorite stickers to his Roost2.

Behind him are the inner workings of the Kawasaki team truck.

Chris Hultner photo

► The Roost2 is easy to keep clean. Robbie washes his between motos in Las Vegas.

Peter Fox photo

that you really should.

Why are we so confident?

Because we developed the design for years with the top motocross pros in the world.

Champion racers who are as picky as they



come. Their job is to win races and they want a chest protector that won't get in their way.

Constructed from high-quality injected plastic, it is fully vented for maximum air-flow and minimum weight. In fact, the Roost2 is one of the lightest full-coverage chest protectors available.

Neoprene rubber padding at the

neck and waist increase comfort and safety. Nylon webbing allows the Roost2 to sit just above the shoulders, acting as a shock absorber for impact dispersion.

Molded foam covers all interior contact points to keep you comfortable while acting as a cushion in case of a fall.

Fits riders over 130 lbs.

Kids Roost2 on pg.22



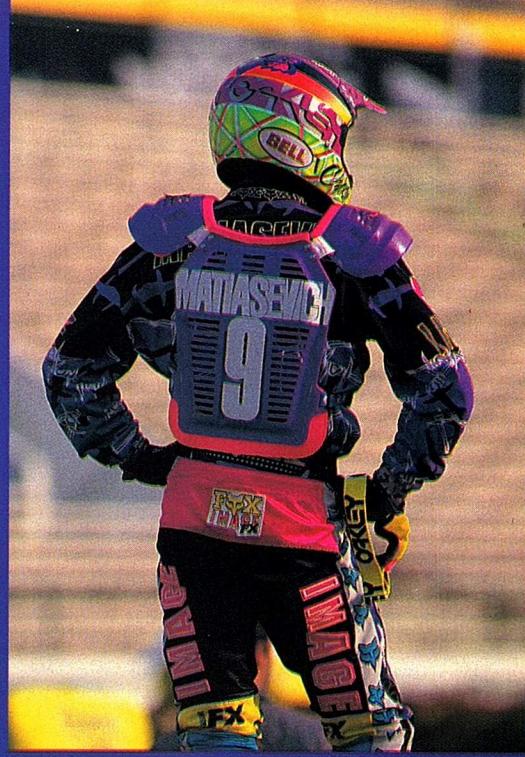
▲ Amateur Champion's Champion. 17 year-old Tim Ferry won a record 7th national title at this year's Loretta Lynn Amateur Championships. Jimmy Button held the record at 6.

Mike Koger photo



▲ Turning pro. No young rider since Damon Bradshaw has been as highly anticipated as next year's arrival of 15 year-old Robbie Reynard.

Davey Coombs photo



▲ Perfect fit. The Roost2 was developed with the help of Supercross stars like Jeff Matiasevich. The secret is to make it protect, but not restrict a rider. You shouldn't ride without one.

Paul Buckley photo



Fox Roost2 #18-3350 Black/cyan/royal



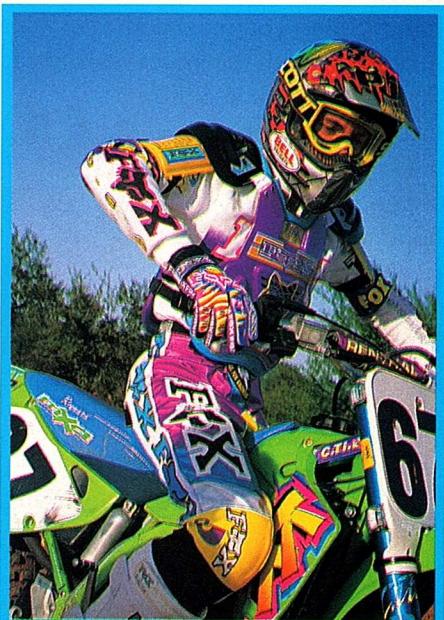
Fox Roost2 #18-3330 Green/pink/prpl



Fox Roost2 #18-3310 Red/purple/black



Fox Roost2 #18-3300 White/cyan/black



▲ Color coordinated. The new Roost2s are designed to match our new line of Racepants and jerseys.

Liz Reynard photo

See your local stocking Fox dealer first, or

Call to Order
408-378-4884
Mon-Fri, 8AM-5PM

pawtector

When created the PawtectorFX, we gave equal attention to both the top and bottom of the glove. Now, that may not seem like such a big deal, until you take a look at the other motocross gloves out there.

They seem to have been designed by someone who forgot that every hand has two sides. They may look good on top, but they don't fit your entire hand: too flat, too much material that bunches up (the major cause of blisters), too loose around the thumb, too tight at the wrist (causing forearm pump).

We understand that not only do you need a flexible, protective, padded glove top, but also a comfortable, well-fitting palm with excellent grip. The Fox PawtectorFX combines these important concepts.

On top: Vented, lightly padded fabric gives ventilation and comfort. We designed the foam padding to follow the bone structure in your hand, giving you maximum protection with minimum resistance.

On bottom: We use Clarino® fabric that we ergonomically shaped to fit your hand in the gripping position.



It all adds up to a glove that beats all the rest hands down.

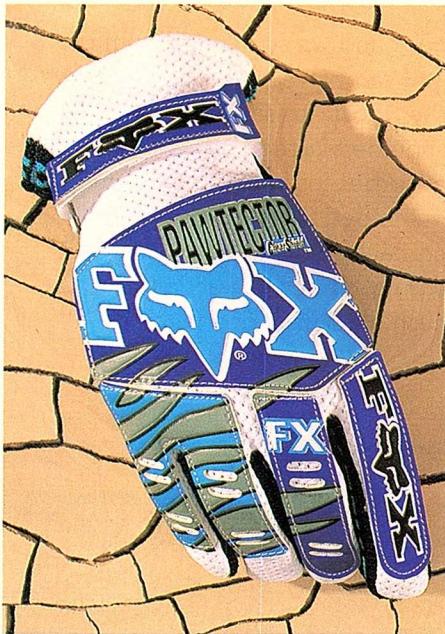
And up.

Sizes: KidsSm(5)-AdultXXL(12)

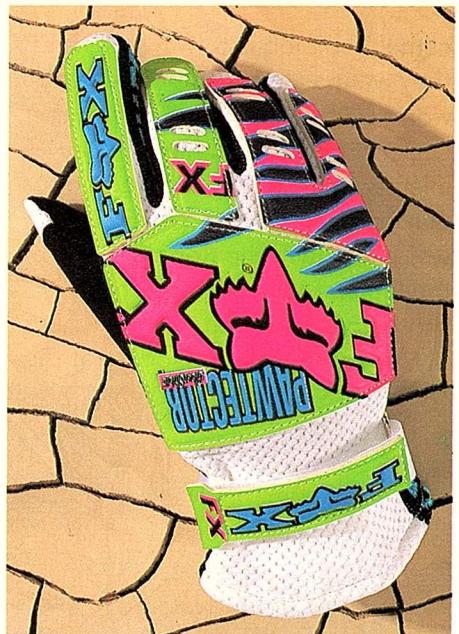


► The Supercross series was better than ever this year, and the finale at LA was historic.

• Chris Hultner photo



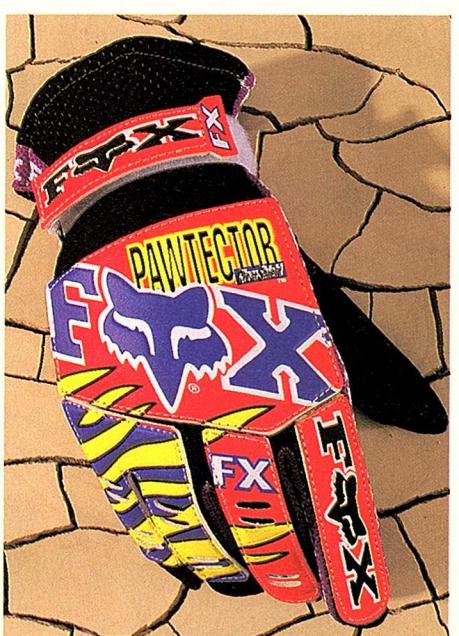
Fox PawtectorFX, # 30 Cyan/royal



Fox PawtectorFX, # 33 Green/pink



Fox PawtectorFX, # 35 Black/cyan



Fox PawtectorFX, # 31 Red/purple

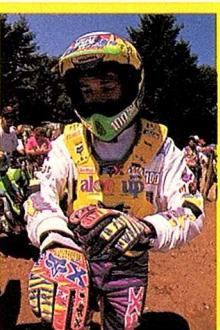
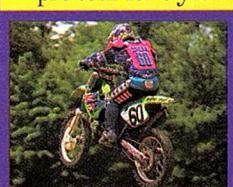
	KSm-5	KMed-6	KLrg-7	Sm-8	Med-9	Lrg-10	XL-11	XXL-12
#30 Cyan/royl	20-3005	20-3006	20-3007	20-3008	20-3009	20-3010	20-3011	20-3012
#31 Red/prple	20-3105	20-3106	20-3107	20-3108	20-3109	20-3110	20-3111	N/A
#33 Green/pnk	20-3305	20-3306	20-3307	20-3308	20-3309	20-3310	20-3311	N/A
#34 Purple/yel	20-3405	20-3406	20-3407	20-3408	20-3409	20-3410	20-3411	N/A
#35 Black/cyan	20-3505	20-3506	20-3507	20-3508	20-3509	20-3510	20-3511	N/A



► Scott Sheak flies past the trees at the Loretta Lynn Amateur Nationals.

Davey Coombs photo

► Pawtectors have been worn on the pro tour for 8 yrs.



\$33



Fox PawtectorFX, # 34 Purple/yellow

mudpaw

The perfect pit glove. Mudpaws are a knit glove with hundreds of rubber traction knobs on the palm and fingers. These rubber knobs help you keep your grip, especially in wet conditions.

These gloves are a welcome comfort while spectating in cold weather. Great for the mechanic who doesn't like to abuse their hands. Other uses include: scuba diving, skateboarding, hang-gliding, gardening, bicycling, jogging, etc.

Completely machine washable.

Sizes: Small-Large



\$5.95

Made in America

S(5-7)	Med(7-9)	Lg(9-11)	
Blk/blu	20-1101	20-1102	20-1103
Blk/wht	20-1201	20-1202	20-1203
Royal	20-1301	20-1302	20-1303
Purple	20-1401	20-1402	20-1403



waterpaw

This glove has become the favorite of all Fox Team riders in cold or wet conditions. You can't find a better glove for wet, cold and muddy conditions.

The neoprene rubber glove back allows complete, omni-directional hand movement. Neoprene absorbs and disperses impacts, protecting your hands from flying rocks.

These gloves will keep your hands warm in cold weather, even when they are completely wet!

The glove's palm is synthetic Clarino® fabric. This synthetic leather fabric stays tacky in all wet, slick conditions, offering excellent grip. Clarino® fabric does not shrink and is more wear-resistant than natural leather.

Sizes: XSmall-XLarge

\$33

XS (7)	Sm (8)	Med (9)	Lrg (10)	XL (11)	
Purple	20-6307	20-6308	20-6309	20-6310	20-6311
Royal	20-6407	20-6408	20-6409	20-6410	20-6411



Waterpaw glove, # 630 Purple

Waterpaw glove, # 640 Royal

dirtpaw®

The most economical offroad glove ever made is back and better than ever. What was once a bargain is now a steal! Only \$19.99 for a glove with all the features of gloves that sell for twice as much.

Years ago, the Dirtpaw® was the first glove we ever sold. After a while styles changed, so we gave it a rest. But now due to strong customer demand, we have totally redesigned and rereleased the Dirtpaw®.

The Model 93 Dirtpaw® is similar to the old version in name only.

The old palm has been updated with the latest in material technology: genuine Clarino® fabric.

Spandex side panels were added to increase comfort and flexibility. The open-weave of the Spandex also promotes air-flow.

A vented, foam-padded back protects your hand without restricting movement. You'll hardly even notice that you have them on.

Try on a pair for yourself. At this price you can try two, or three.

Royal/black only

The incredible price of

\$19.99

Kids Small (5)	20-9305
Kids Med (6)	20-9306
Kids Lrg (7)	20-9307
Small (8)	20-9308
Medium (9)	20-9309
Large (10)	20-9310
XLarge (11)	20-9311
XXLarge (12)	20-9312

See your local stocking Fox dealer first, or

Call to Order

408-378-4884

Mon-Fri, 8AM-5PM



► Fox employee Todd Hicks at play on the '93 YZ80 during a magazine test photo session.
Davey Coombs photo

pitboard

Get involved in your rider's performance! Tell your rider how he's doing *during* his moto, not just afterward.

Fox Pitboards are used by more mechanics on the pro motocross tour than any other.

Our pitboard is lightweight, with an erasable writing surface on one side and bold Fox Think Fast graphics on the other. One erasable pen included.

Fox Pitboard 17-0003
Replacement pen \$2 17-0004



Fox Pitboard
\$29.99

elbow guards

The perfect addition to your chest protector. Constructed using a patented method of bonding a molded foam layer with Lycra®.

These elbow guards offer excellent forearm and elbow protection with comfort and flexibility to spare. Two durable elastic straps hold them in position.

Adult sized
Black only, part #18-1104



Fox elbow guards
\$29.95

motocross sox

These aren't your standard 'tube' sox. Fox sox are designed for motocross. Our sox are ergonomically constructed to fit your feet. We have added extra cushioning to all high-impact areas to reduce shock and improve spring response.

The superior wicking qualities of these sox means drier, more comfortable feet. You'll notice the difference these sox make, especially during all-day rides.

Completely machine washable.

Sizes: Small (6-9) and Large (10-13)

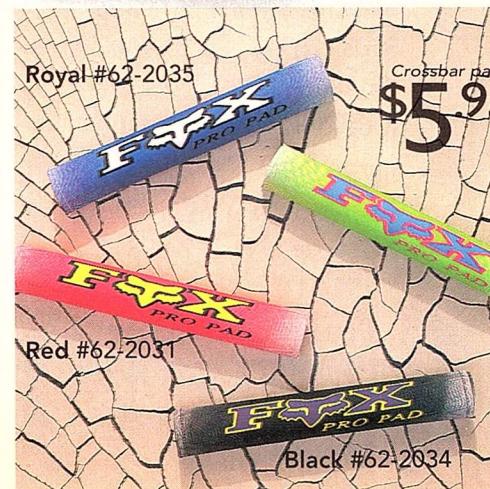
	S (6-9)	Lg (10-13)
Pink/blue	10-1022	10-1023
Blue/black	10-1012	10-1013
Yellow/black	10-1032	10-1033



Fox sox
\$10.95

crossbar pad

You should never ride without the protection of a crossbar pad. These pads are constructed with a Velcro-closing, nylon cover over high-density foam.



Royal #62-2035

Red #62-2031

Black #62-2034

Crossbar pad
\$5.95

Vbelt

This is the only kidney belt made that uses the 3 strap design that is medically recommended. This revolutionary support system was inspired by the medical belts that doctors prescribe to patients.

The Vbelt gives equal support to your lower, frontal abdominals and kidneys.

This belt gives you the support you need in the right areas without being too big. Less of your stomach is covered, so where other belts bunch up and feel uncomfortable, the Vbelt is almost unnoticeable.

For a custom fit, there is a Velcro-attached foam pad behind the

plastic that allows you to move it into position for your own back.

The soft plastic back panel is anatomically shaped to follow the natural contours of your back. A stiff plastic panel adds strength.

Sizes: Medium (28-32")
and Large (33-40")



Vbelt-Large
\$38

Vbelt-Medium
\$36

Follow the lines. The Vbelt is designed to fit the human body in motion. Denny Stephenson rails a sandy berm on his 125 Suzuki.

Chris Hultner photo



Large #15-1041



Large #15-1051



Medium #15-1040



Medium #15-1050



Large #15-1047



Large #15-1053



Medium #15-1046



Medium #15-1052



Large #15-1045



Large #15-1043



Medium #15-1044



Medium #15-1042

roost2 youth

Have you been searching for a full-coverage chest protector for a younger, smaller rider? There aren't many available. We sell the best and most popular around. Did you know that more pro MX stars started their careers wearing a Fox Roost2 than any other brand? Our youth-sized chest protector has been restyled for 1993. New color combinations. New graphics.

Sized to fit smaller riders (70-130 lbs.), the Roost2-youth provides just as much protection as its larger counterpart, the Roost2.

Constructed from high-quality, injection molded plastic that is fully vented for maximum air-flow and minimum weight. In fact, the Roost2y is one of the lightest all-plastic chest protectors available.

Neoprene padding sewn at the neck and waist are for comfort and safety. Nylon webbing at the shoulders allows the plastic to sit just off the shoulders, acting as a shock absorber for impact dispersion.

Molded foam covers all interior contact areas to keep you comfortable, and act as a cushion in case of a fall.

Fits riders
70-130 lbs.

\$89



▼ Greg Rand on board his Suzuki. A popular clothing color this season is glo-red.

Davey Coombs photo



▲ Can't decide on which color combination to buy? Some kids have all the luck.



Fox Roost2y #18-2350 Black/cyan/royal



Fox Roost2y #18-2340 Purple/blk/yel



Fox Roost2y #18-2310 Red/purple/blk



Fox Roost2y #18-2330 Green/pink/prpl



Fox Roost2y #18-2300 White/cyan/black

dirtpaw®

Excellent hand protection. Vented foam padded back. Spandex side panels increase flexibility and air-flow. Clarino® palm. Royal/black only



\$19.99

Sm (5) 20-9305
Med (6) 20-9306
Lrg (7) 20-9307



mudpaw

Excellent wet weather grip and comfort. Rubber palm traction dots. Kids size, fits 5-7

\$5.95

Blk/blu 20-1101
Blk/wht 20-1201
Purple 20-1401
Royal 20-1301

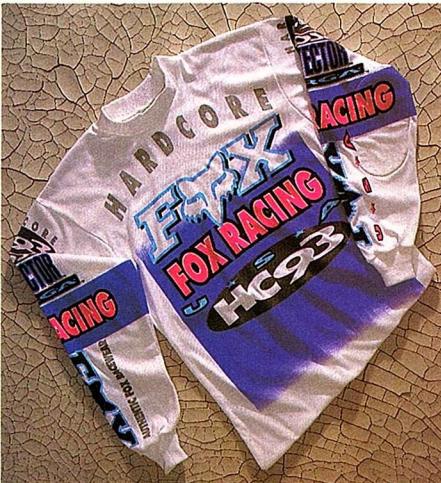
HC93 jersey

This jersey features bold, bright graphics and comfortable 100% cotton fabric. Screened graphics look great wash after wash. High-memory elastic cuffs and collar help absorb sweat.

Kids sizes in royal blue only

\$19.99

KSm 04-2351
KMed 04-2352
KLrg 04-2353



See our order form in the center of this catalog.

Ti Kevlar® racepant

These pants can take the abuse. Heavy-duty, twill nylon fabric. Stretch Kevlar® knee protection. Spandex side and butt panels. Thermoweld logos with wear-resistant printing. Exclusive Lifetime warranty.



Kids sizes in royal/black only

\$79

22" 25-2351
24" 25-2352
26" 25-2353



Kids Apparel

FOX
\$ SIZED FOR KIDS
PRICED FOR KIDS

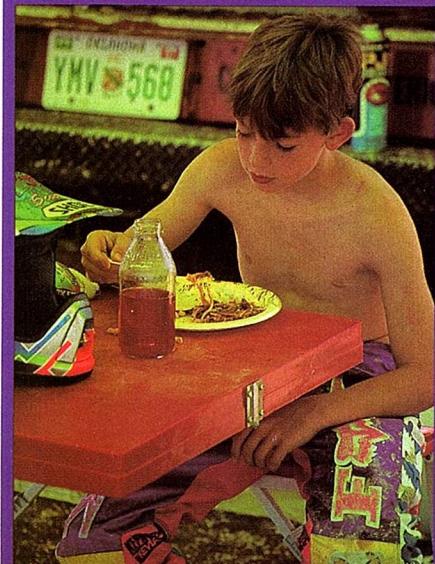
▼ Flying Freckle 2. Do you remember what Jeff Ward was like in his early days? Here's a reminder: 12 year-old mini speedster, Ricky Carmichael.

Davey Coombs photo



▼ Mother knows best. MX kids learn about good nutrition at an early age. Everyone knows that spaghetti makes you faster. 9 year-old Johnny Marley.

Peter Fox photo



Large 02-0163

\$89

NEW!



gear bags

Our nicest bags ever. Just check out the 600 Denier nylon fabric that these bags are made with: very tough and very colorful. All storage areas have super-durable nylon zippers, and the main compartments have special 'U' shaped zippers for easy access.

The large and medium bags have removable, padded shoulder straps to make carrying heavy loads more comfortable. The large bag has 5 storage compartments (1 large main section, 2 vented compartments for boots or dirty gear and 2 small end pockets). The medium bag has 4 (1 main section, 2 end sections and 1 small end pocket). The small bag has 1 main storage area with 2 end pockets, and is perfect as 'carry-on' luggage for airplane flights.

Hard plastic bottoms in the main compartments help protect your valuable gear. Hand carrying straps are heavy-duty with padded handles for comfort.

See your local stocking Fox dealer first, or

Call to Order
408-378-4884
 Mon-Fri, 8 AM-5 PM

vented gear bag (medium)

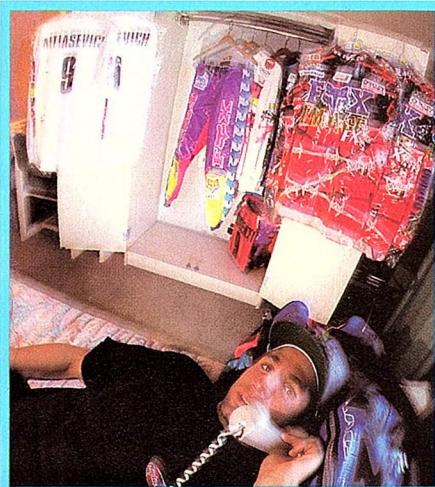
Special design uses vented mesh in main storage area so your gear won't mildew if you put it in the bag while it's still wet. Sealed end sections keep clean gear separate and dry.

Super-durable nylon zippers, and the main compartment has a special 'U' shaped zipper for easy access.

Hard plastic bottom in the main compartment helps protect your valuable gear.

Padded handles for comfort.

NEW!



▲ The life of a factory rider: travel, meet new people, ride new tracks, wear new clothes. Any negatives? A horrendous phone bill calling home.

Chris Hultner photo



Vented 02-0154

\$59





Attitude



Liberty



E-MX2



MX Racing



FX Web



Illusion



Offroad



Hardcore

t-shirts

The all-new 1993 Fox T-shirts are here and better than ever. All new designs printed on the highest-quality, 100% cotton shirts.

Sizes: Small-XLarge

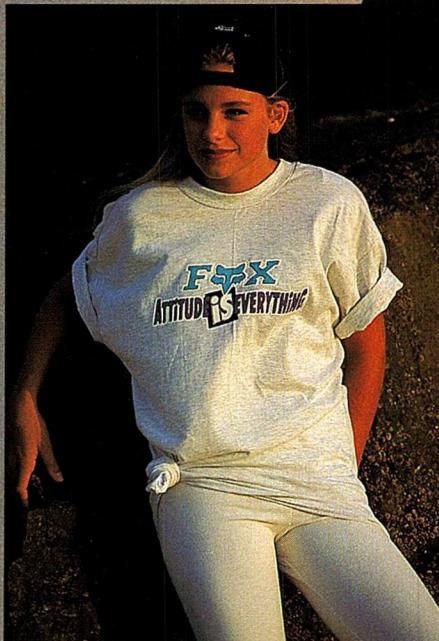
\$16

NEW!

Classic

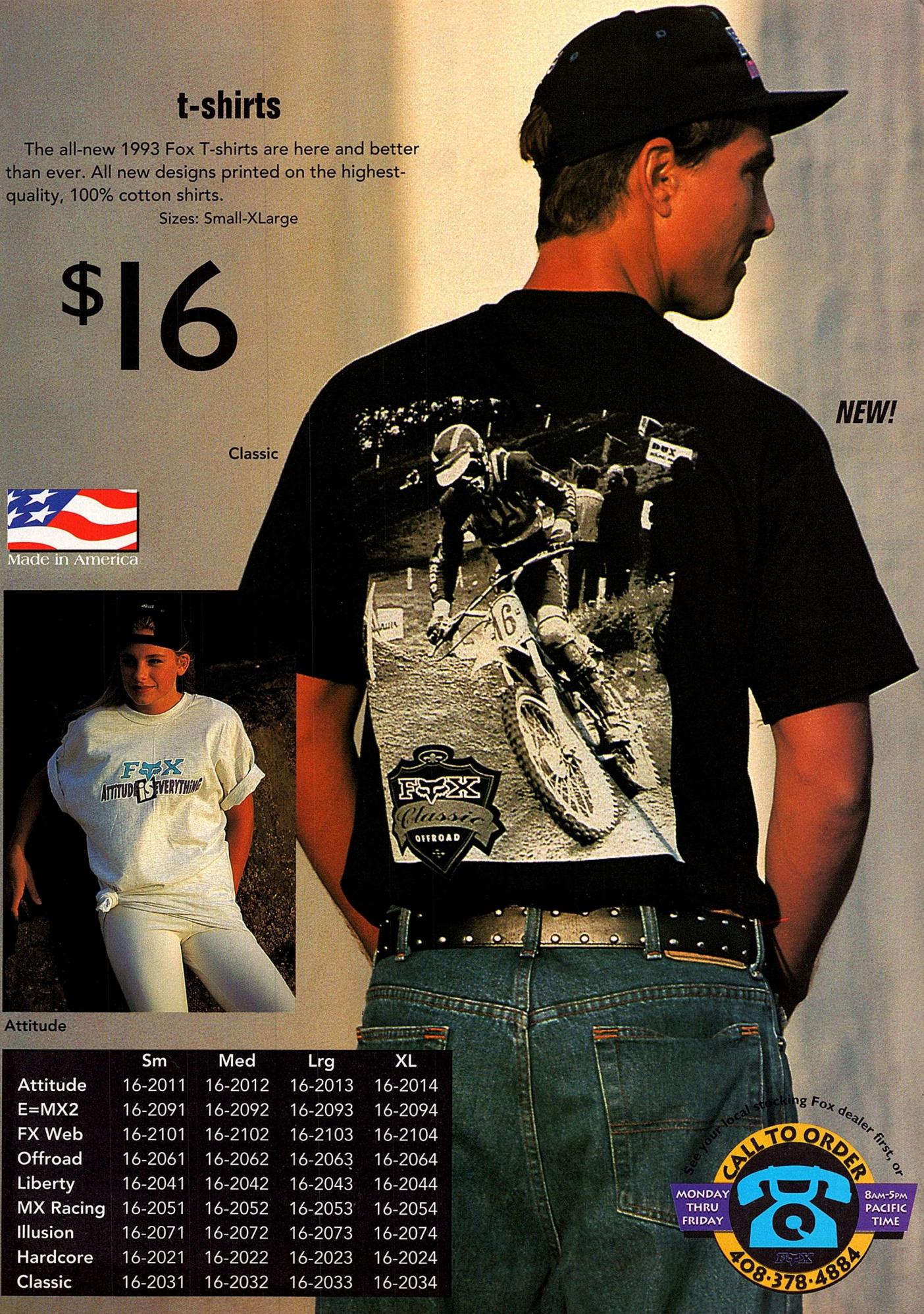


Made in America



Attitude

	Sm	Med	Lrg	XL
Attitude	16-2011	16-2012	16-2013	16-2014
E-MX2	16-2091	16-2092	16-2093	16-2094
FX Web	16-2101	16-2102	16-2103	16-2104
Offroad	16-2061	16-2062	16-2063	16-2064
Liberty	16-2041	16-2042	16-2043	16-2044
MX Racing	16-2051	16-2052	16-2053	16-2054
Illusion	16-2071	16-2072	16-2073	16-2074
Hardcore	16-2021	16-2022	16-2023	16-2024
Classic	16-2031	16-2032	16-2033	16-2034



sweats

Brand new for 1993. Fox sweatshirts are constructed from luxurious, heavy-weight, 50/50 cotton fleece fabric. This fabric is so warm and comfortable you're going to want to sleep in these sweatshirts!

Our sweatshirt has a full, oversized cut. There is long-memory, ribbed trim at the neck, cuffs and waist. Our sweatpants have elastic ankle cuffs and an elastic waistband with a drawstring.



Sizes: Small-XLarge

Sweatshirts	Sm	Med	Lrg	XL
Ash grey	16-4011	16-4012	16-4013	16-4014
Forest green	16-4021	16-4022	16-4023	16-4024
Black	16-4001	16-4002	16-4003	16-4004

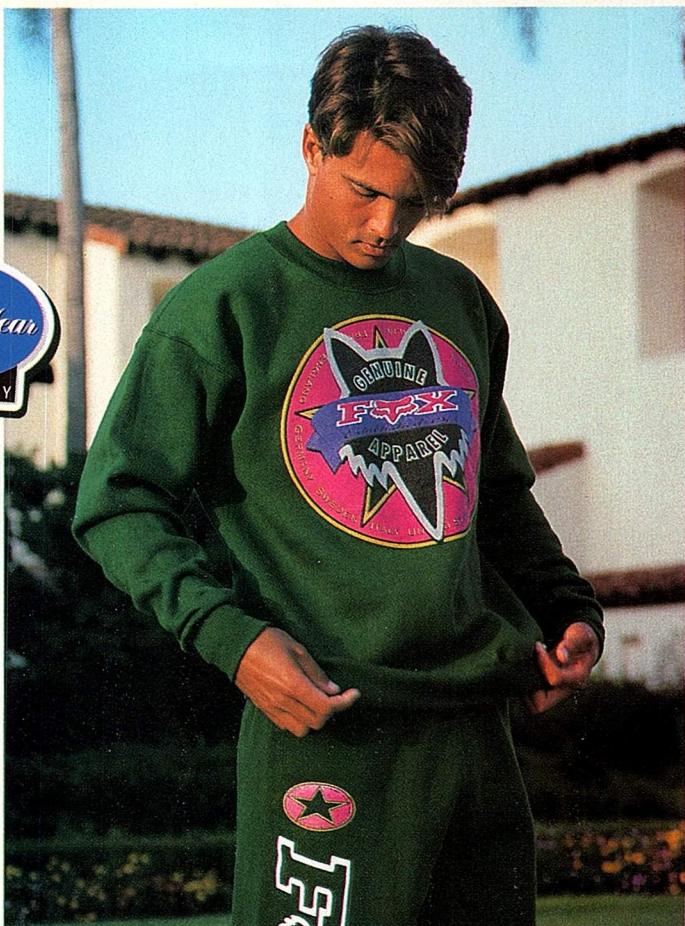
Fox sweatshirt
\$30



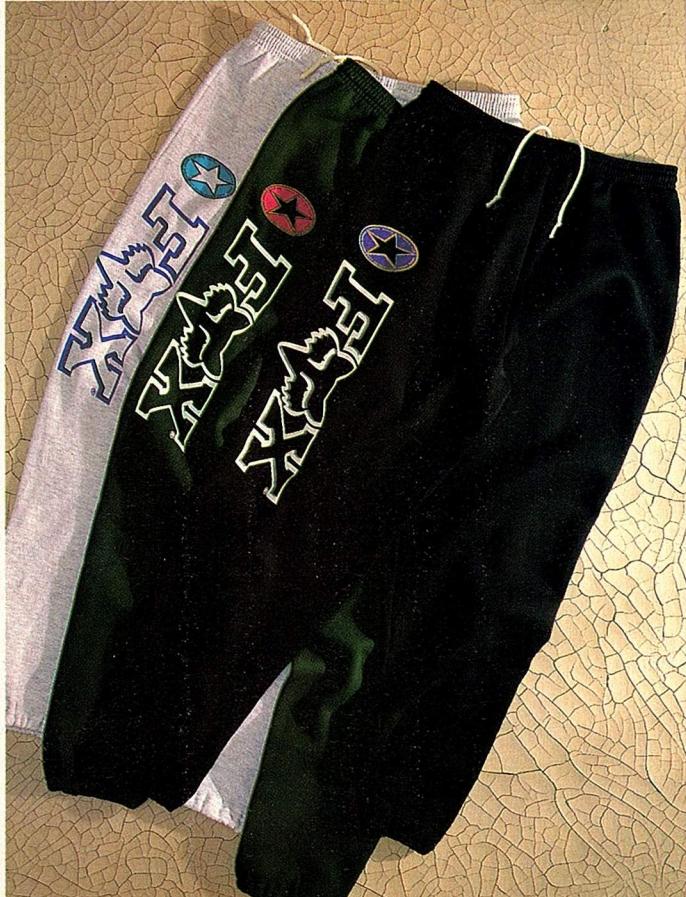
Made in America

Fox sweatpants
\$28

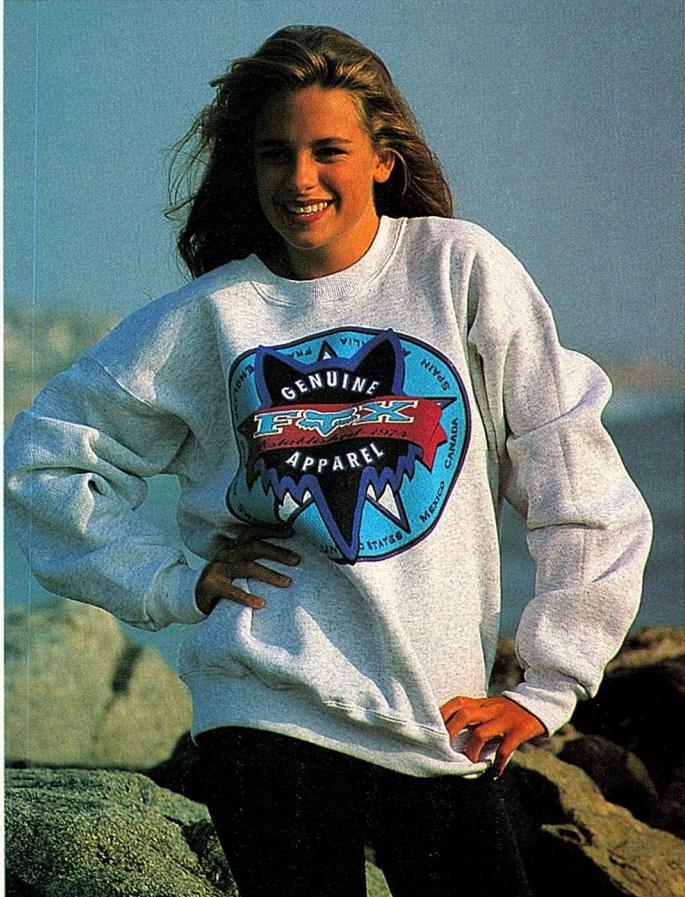
Sweatpants	Sm	Med	Lrg	XL
Ash grey	16-4111	16-4112	16-4113	16-4114
Forest green	16-4121	16-4122	16-4123	16-4124
Black	16-4101	16-4102	16-4103	16-4104



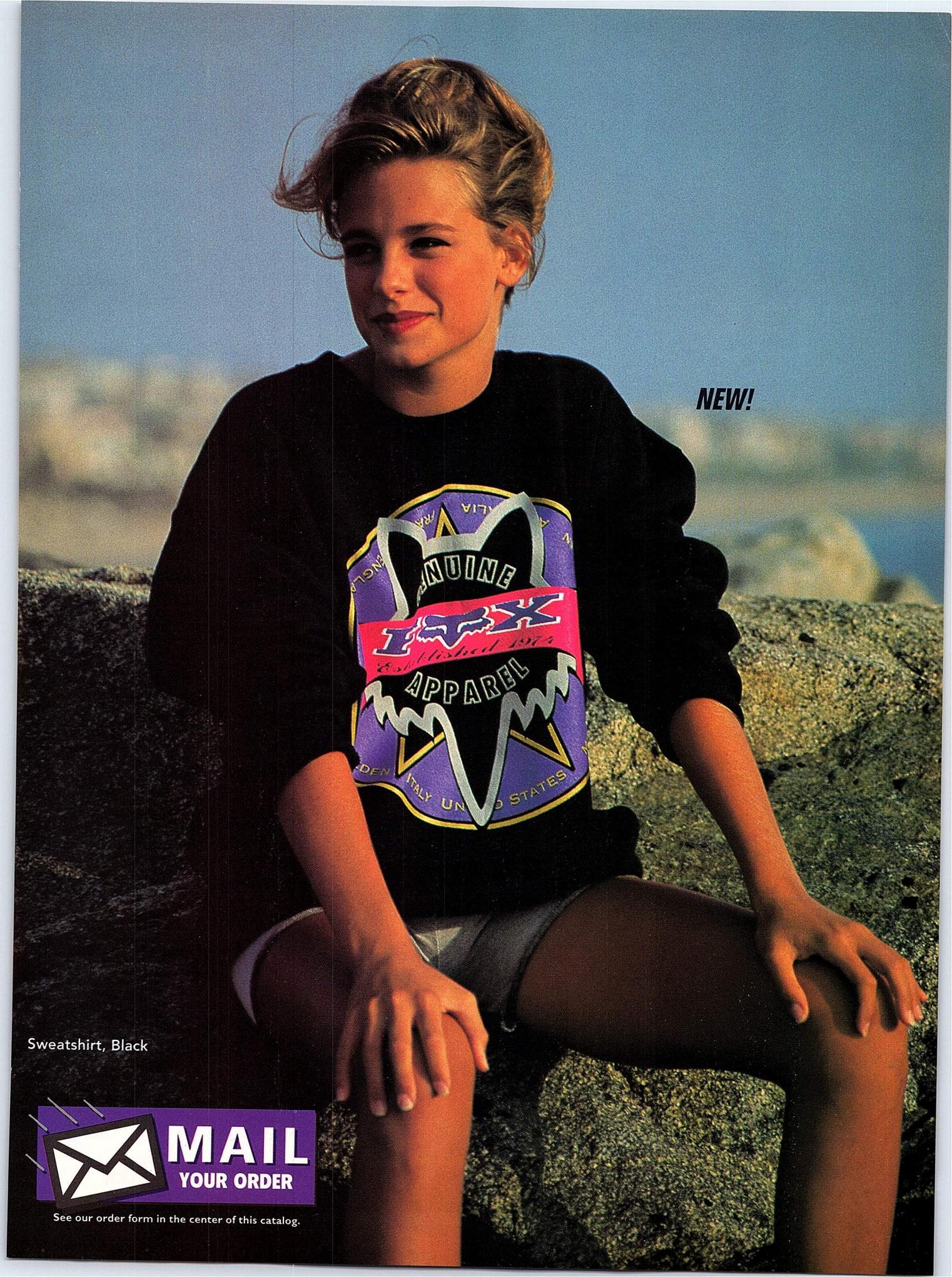
Sweatshirt, Forest green



Sweatpants



Sweatshirt, Ash grey



NEW!

Sweatshirt, Black



See our order form in the center of this catalog.

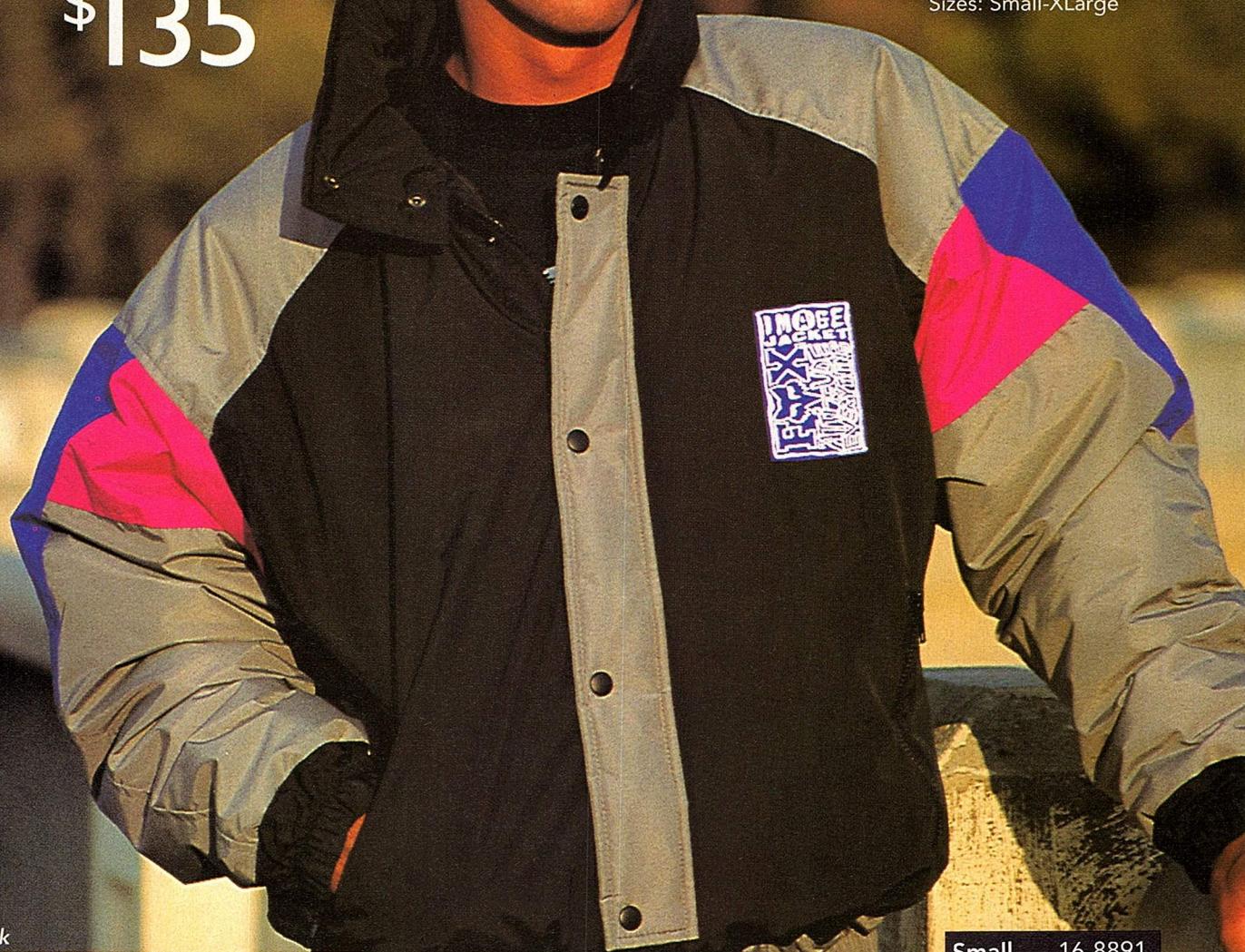
image jacket

The same oversized fit, water-proof nylon and quality construction that our Image jackets have become known for. Plenty of soft, fluffy insulation to keep you warm during cold winter months.

This jacket is both versatile and stylish, and since it's water-proof, the jacket will stand up to all types of weather.

Sizes: Small-XLarge

\$135



Back



Small	16-8891
Medium	16-8892
Large	16-8893
XLarge	16-8894



408-378-4884

image print jacket

Our Image print jacket is made using a water-proof nylon outer shell. This jacket feels as good as it looks with soft, fluffy insulation to keep you warm in cold weather.

This jacket's bold 'Aces' graphics are sublimated, so they will continue to look great through even the worst conditions.

This jacket is cut with a generous fit that allows for the layering of clothes underneath. Our Image jacket is as versatile as it is stylish, and since it's water-proof, it's a great jacket for the ski slopes.

Sizes: Kids Small-

Adult XLarge

\$145

Kids sizes only
\$105



Back



Kids Sm	16-8851
Kids Lrg	16-8852
Small	16-8853
Medium	16-8854
Large	16-8855
XLarge	16-8856

baseball caps

Our new caps have all the stylish details that are in fashion this season: the fit, the fabric and the graphics.

Made with canvas fabric, these caps have contrasting stitching around the vent holes, embroidered logos on the front and an embroidered Fox head on back.

These caps fit the way you want them to: formed in front, sloping to the back.

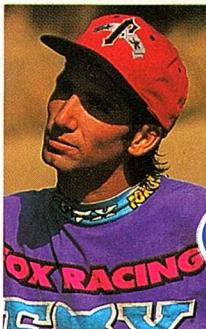
Two graphics to choose from: Attitude is Everything and *F*.

One size fits all

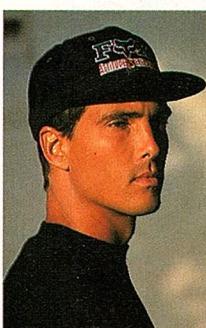


\$16

Made in America



F Red/black



Attitude Black

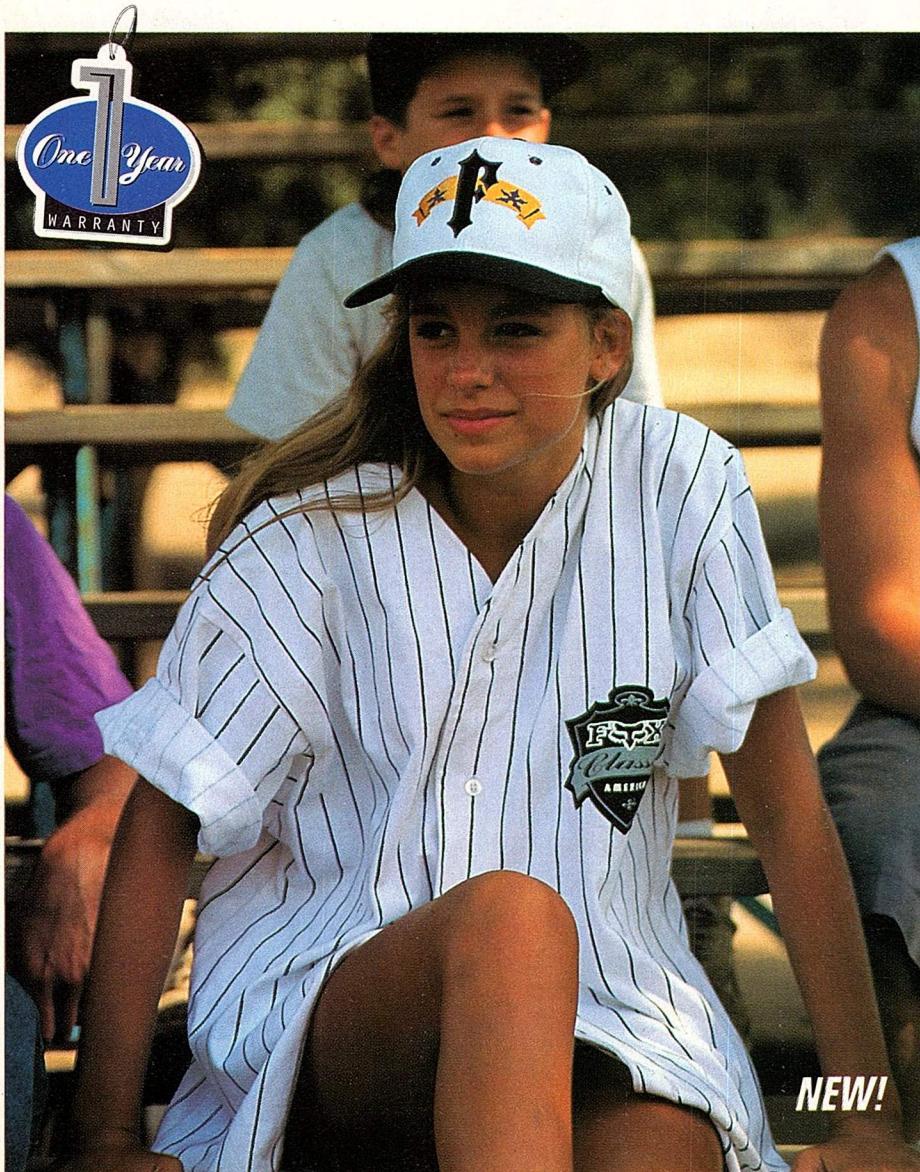
F Red/black 16-9020

Attitude Black 16-9030



F White/black 16-9010

Attitude Black/turq 16-9040



classic baseball shirt

A popular new fashion. Our newest shirt is based on the jerseys worn in the early days of big league baseball: button-up front, V-neck and black pinstripes.

Made with soft, comfortable, 100% cotton, this shirt is cut oversized to fit loose and casual.

Fox 'Classic America' logo on the chest and a small Fox logo on each sleeve.

Completely machine washable.

Sizes: Adult Small-XLarge



\$29

Made in America

Classic baseball shirt

Small	16-3101
Medium	16-3102
Large	16-3103
XLarge	16-3104



12 sticker kit

The beginners sticker kit. All 12 stickers shown in above photo. Part #17-0030

\$8



17 sticker kit

A bunch of our most popular stickers. All 17 stickers shown above. Part #17-0040

\$10



30 sticker kit

For the serious sticker fanatic. All 30 stickers shown above. Part #17-0050

\$15



foxhead sticker kit

Just Foxhead stickers. 10 assorted prints and colors. Part #17-0020

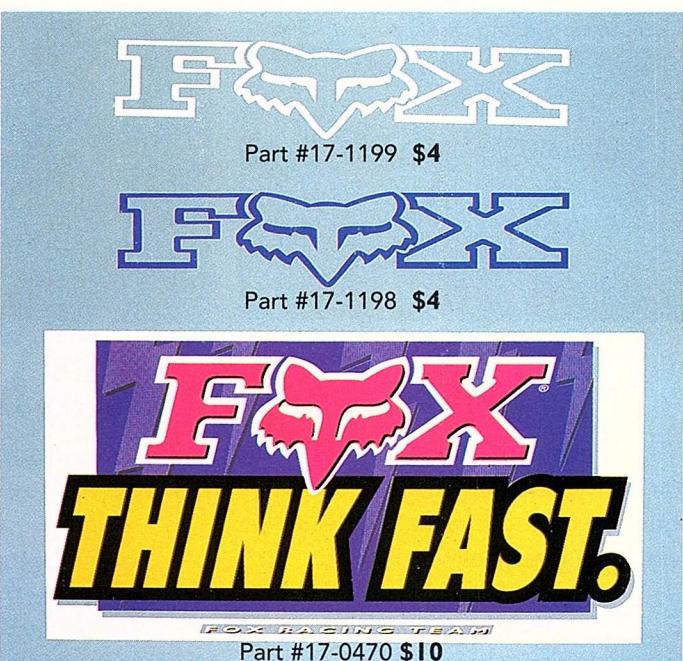
\$5



grab bag sticker kit

A random assortment of 7 Fox stickers. Some new, some old. Part #17-0010

\$4



van stickers

THINK FAST. sticker is 25" x 13". Die-cut stretch Fox stickers (19" x 4") are great for windows.



grab-bag mudpaws

Last year's Mudpaw graphics. Just order the part number for your size and we'll send you a randomly-selected color.

Kids Adult Sm Adult Lrg
20-0009 20-0010 20-0011

Old price: \$5.99 **ON SALE!**
Sale price: \$3.95 **\$3.95**
You save: **\$2.04**



Insulated pullover jacket, purple #895



Insulated pullover jacket, cyan #896

jacket

We received a shipment of some defective insulated pullovers. The printing on these jackets fades after washing. Drastically reduced price.

Sm Med Lrg XL

Purple 16-8951 16-8952 16-8953 16-8954

Cyan 16-8961 16-8962 16-8963 16-8964

Old price: \$95.00

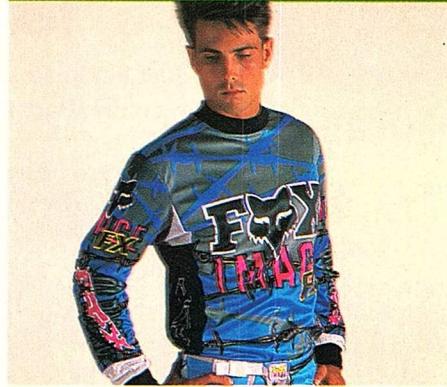
ON SALE!

\$40

Sale price: \$40.00

You save: **\$55.00**

Christmas



#862 Cyan/grey, Barb wire



#363 Purple, Wire

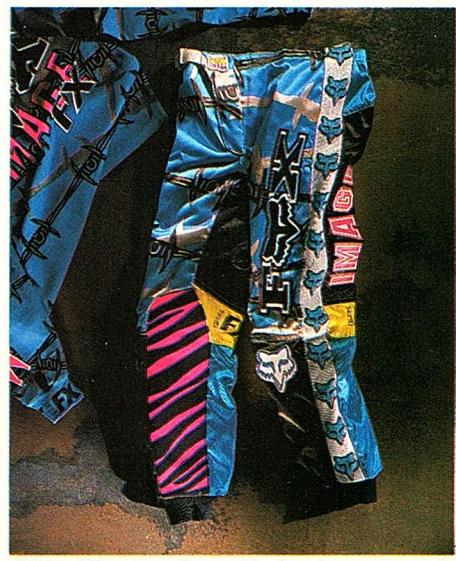
#364 Royal, Web



#863 Purple/black, Barb wire



#864 Pink/royal, Web



#362 FX pant, Cyan, Barb wire

fx pants

Sublimated graphics. Stretch Kevlar® knees. Super durable, 24-Carat Tactel® nylon. Computer sewing. Made in Finland.

26" 28" 30" 32"

Purple Sold Out Sold Out Sold Out Sold Out

Royal 25-3640 25-3641 25-3642 25-3643

Cyan 25-3620 25-3621 Sold Out Sold Out

34" 36" 38" 40"

Purple Sold Out 25-3635 25-3636 Sold Out

Royal 25-3644 25-3645 25-3646 25-3647

Cyan 25-3624 25-3625 25-3626 Sold Out

cool fx jersey

Coolmax® fabric. Vented armpits and wrists. Extra long tail. Padded Lycra®/foam elbow guards.

Sm Med Lrg XL XXL

#862 04-8621 04-8622 04-8623 04-8624 04-8625

#863 04-8631 04-8632 04-8633 04-8634 04-8635

#864 04-8641 04-8642 04-8643 04-8644 04-8645

Old price: \$59.95

ON SALE!

\$34.88

Sale price: \$34.88

You save: **\$25.07**

Old price: \$164.00

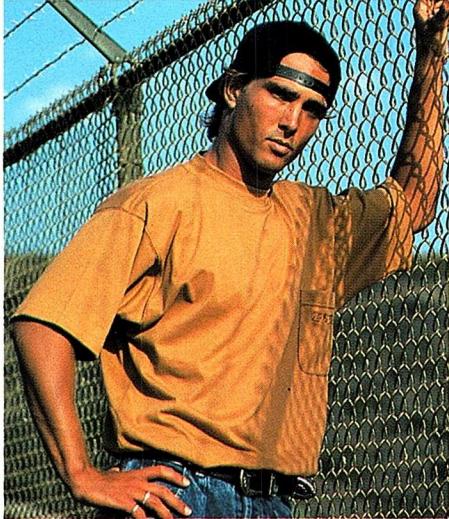
ON SALE!

\$119

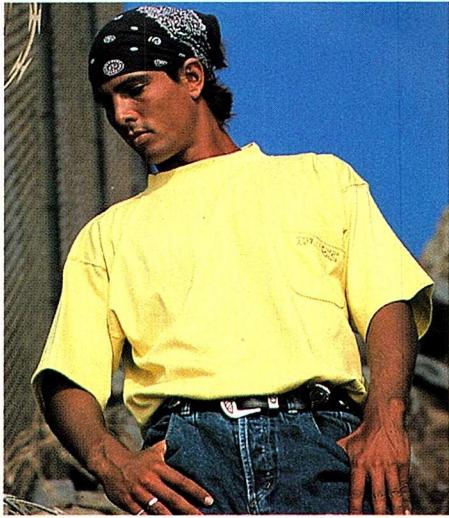
Sale price: \$119.00

You save: **\$45.00**

Clearance SALE



Mokneck shirt, Brown



Mokneck shirt, Lime

mokneck shirt

Close-out special. Quality, 100% cotton. Oversized fit. Embroidered Fox logo on chest pocket. Mock-turtleneck collar. Limited quantity.

We're almost giving these away!

Sm Med Lrg XL

Brown 16-3021 16-3022 16-3023 16-3024

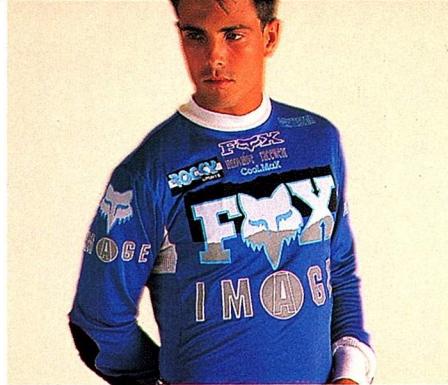
Lime 16-3031 16-3032 16-3033 Sold Out

Old price: \$29.00

Sale price: \$7.50

You save: \$21.50

ON SALE!
\$7.50



#776 Royal blue/black/cyan/grey



#773 Glo-pink/cyan/green



#777 Purple/black/yellow/pink

coolmax® jersey

Coolmax® fabric. Vented armpits and wrists. Extra long tail. Padded Lycra®/foam elbow guards.

Sm Med Lrg XL XXL

#776 04-7761 04-7762 04-7763 04-7764 04-7765

#773 04-7731 04-7732 04-7733 04-7734 04-7735

#777 04-7771 04-7772 04-7773 04-7774 04-7775

Old price: \$49.95

Sale price: \$24.77

You save: \$25.18

ON SALE!
\$24.77



grab-bag t-shirts

Last year's T-shirt designs. Just order the part number for your size and we'll send you a randomly-selected T-shirt.

Sm	Med	Lrg	XL
16-0010	16-0011	16-0012	16-0013

Old price: \$15.95

Sale price: \$7.00

You save: \$8.95

ON SALE!
\$7



waterpaw

Last year's model. Available in 2 colors.

Cyan Black

XS 20-7307 20-7707

Sm 20-7308 20-7708

Md 20-7309 20-7709

Lg 20-7310 20-7710

XL 20-7311 20-7711

Old price: \$29.95

Sale price: \$25.99

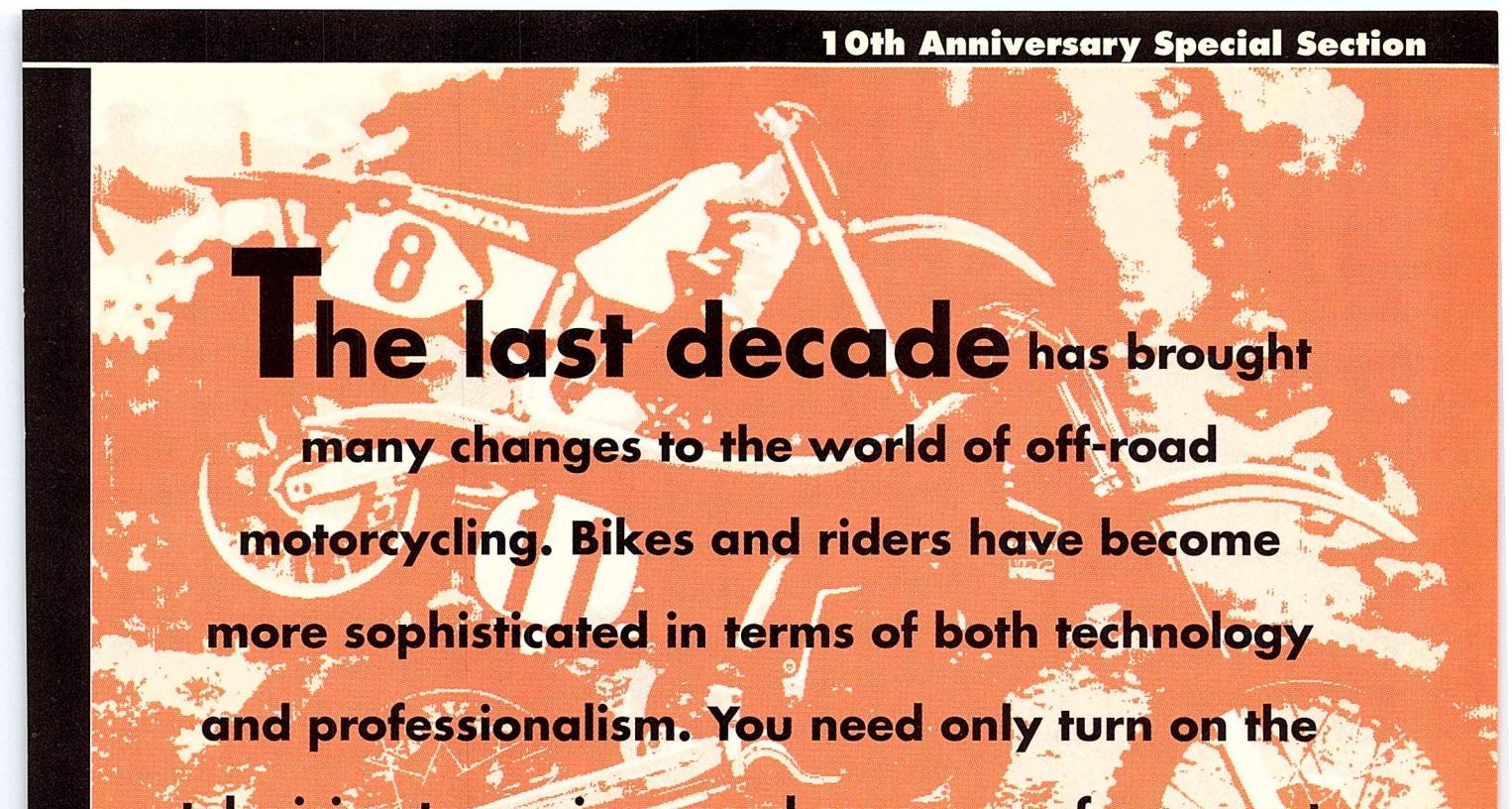
You save: \$3.96

ON SALE!
\$25.99

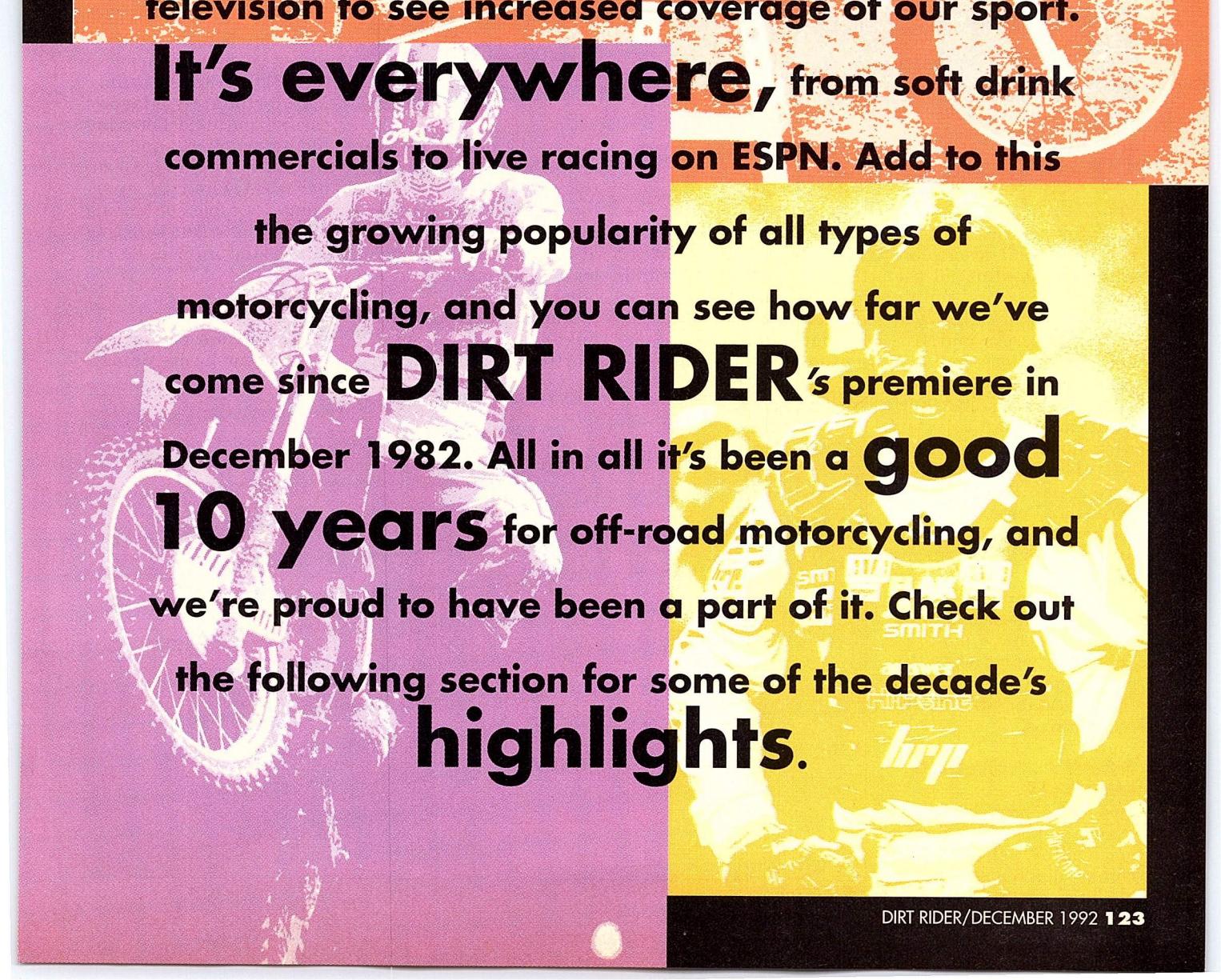


FOX

909 Dell Ave., Campbell, CA 95008-9990 Phone: 408.378.4884 Fax: 408.378.4672

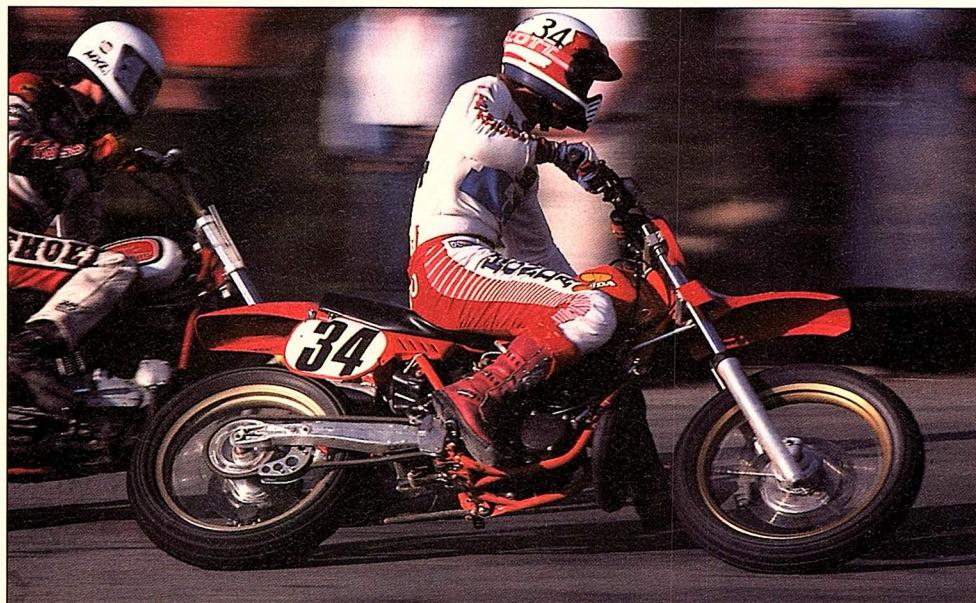


The last decade has brought many changes to the world of off-road motorcycling. Bikes and riders have become more sophisticated in terms of both technology and professionalism. You need only turn on the television to see increased coverage of our sport.



It's everywhere, from soft drink commercials to live racing on ESPN. Add to this the growing popularity of all types of motorcycling, and you can see how far we've come since **DIRT RIDER**'s premiere in December 1982. All in all it's been a **good 10 years** for off-road motorcycling, and we're proud to have been a part of it. Check out the following section for some of the decade's **highlights**.

DECade of



Danny 'Magoo' Chandler

10 YEARS OF AMERICANS ON TOP OF THE WORLD

The decade since *Dirt Rider* began has been filled with American riders who have dominated the world of motocross. During this time America has won every Motocross and Trophee des Nations, and this year's win by Billy Liles, Mike LaRocco and Jeff Emig made the tally an even dozen. This decade has also seen hometown heroes like Brad Lackey, Danny LaPorte, Trampas Parker and Donny Schmit became world motocross champions.

We wanted to salute the efforts that these and other champions have made to show the world that the Stars and Stripes is indeed the dominant world force in motocross.

DANNY "MAGOOG" CHANDLER

One of the most charismatic riders in the U.S. finally got healthy, got great machinery and realized all the potential his flashes of bril-

liance had promised at the 1982 Trophee and Motocross des Nations. With the best riders in the world in attendance, crowd-pleasing Chandler put together the most incredible four motos of his life. He re-

mains the only rider ever to win all four motos when this contest of countries followed the format of two motos on a 250cc machine at one track and two motos on a 500cc machine at another track.

Magoo's checkered career began when he was a Northern California local

pro on a KTM 125 known for what a *Cycle News* local story called his on-track "gyrations." He went on to earn a factory Maico ride for the 250cc Nationals, gaining the hearts of American motocross fans through an epic battle with Bob Hannah at Sears Point. Hannah and his Yamaha were still invincible, while Magoo rode an outclassed Maico. A ride on the German mount in the 500cc class was a fine thing at the time, but the 250cc Maico was no prize against a works Yamaha. Magoo accomplished the equivalent of holding off Japanese technology with a popgun.

Unfortunately, Magoo's career sputtered following his heroic efforts and was cut short at a European supercross when he overjumped a tabletop, landing off the course and suffering paralyzing injuries to his spine.

CHUCK SUN

Chuck Sun rose to motocross prominence riding a



Chuck Sun

DOMINANCE

Swedish motorcycle in the U.S. and Europe. A switch to Honda brought Sun a 500cc National championship and membership on the first winning United States MX and Trophee des Nations team.

JIM GIBSON

Jim Gibson was a true Cinderella story. Originally discovered as a fast kid on a mini in an Orange County (California) field, Gibson went on to ride for the Suzuki and Honda factory teams before going to Europe to campaign a Yamaha 125. A major championship eluded him, but he was a solid part of that first Honda-supported MX and Trophee des Nations team.

JOHNNY O'MARA

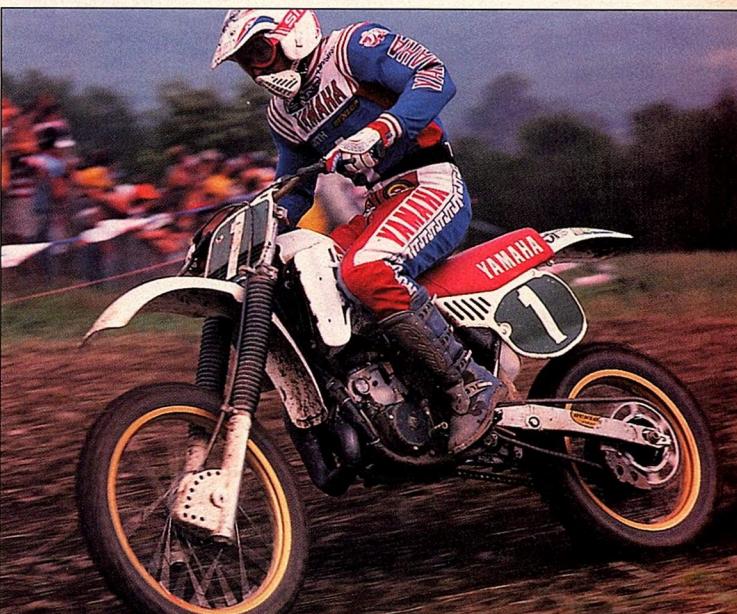
From humble beginnings as a Southern California "valley boy" Johnny O'Mara became a 125cc National and supercross champion. At different times he represented America in MX des Nations competition on 125, 250 and 500cc machines. These team race titles are his only European championships, though he proved through occasional forays to the continent that he could easily have been 125cc world champion. O'Mara gained world recognition when he gated his Honda 125 in the second row of the 1986 Italian MXdN and passed 500cc World Champion David



Johnny O'Mara



Jim Gibson



Danny LaPorte

10th Anniversary Special Section

Thorpe before the end of the moto.

DANNY LAPORTE

Danny LaPorte excelled on 125 and 500cc machinery in the U.S., but he became the first American 250cc World Motocross Champion. Americans thought that LaPorte was washed up in 1981, but he hid a severe preseason wrist injury from the public. He finally got healthy in time to be on the winning 1981 MXdN team. That earned him his factory Yamaha ride in 1982.

DAVID BAILEY

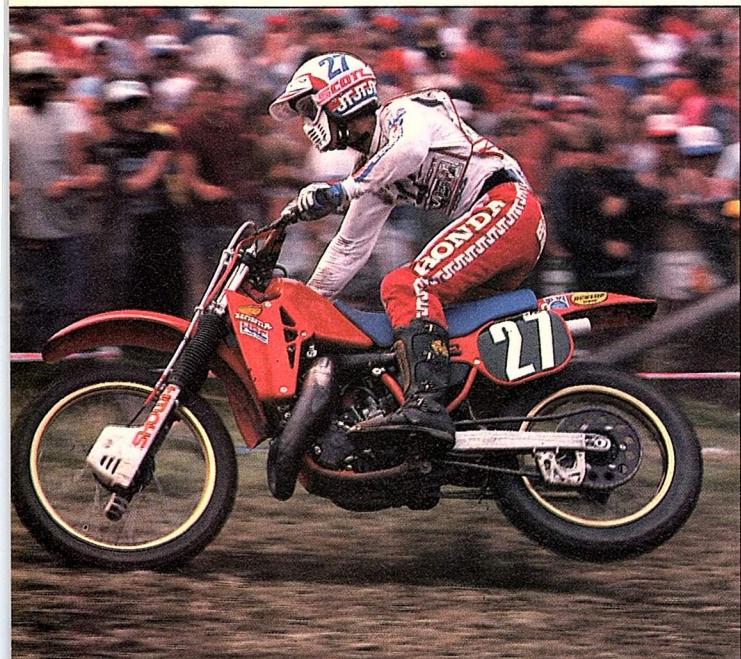
Probably the most perfect

motocross racer of all time, Bailey had everything: style, strength and good judgment. He worked tirelessly to improve his style and ability. He could easily have been the best, most successful rider who ever lived. He represented America well in MXdN competition, but something went wrong for the rider who didn't make mistakes. Bailey's paralysis was a reality check for the whole sport. If it could happen to David, it could happen to anyone. True to his nature, Bailey has risen to the top yet again. He is now a top-ranked wheelchair racer.

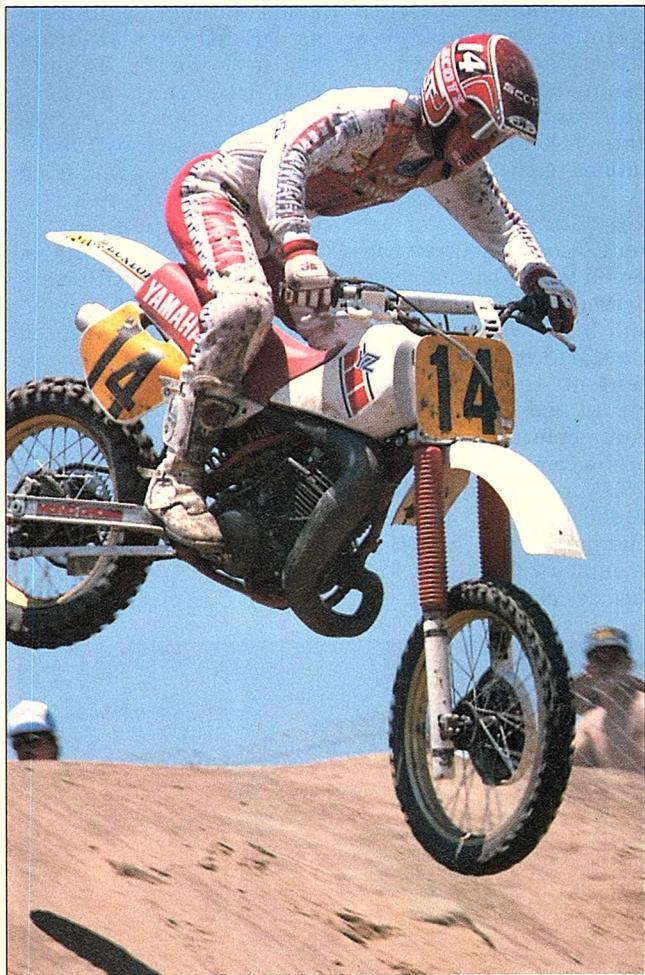
MARK BARNETT

In his time he was untouchable, but by 1983, when Mark Barnett participated on a winning Trophée and MXdN team, he was approaching the end of his wonder years. Barnett put in strong rides aboard

both the 250 and 500 on that team, in spite of the fact that he was never known as an Open-class rider. It was the United States's first team win while riding mixed brands, and Barnett spearheaded the U.S. victory piloting



David Bailey



Broc Glover

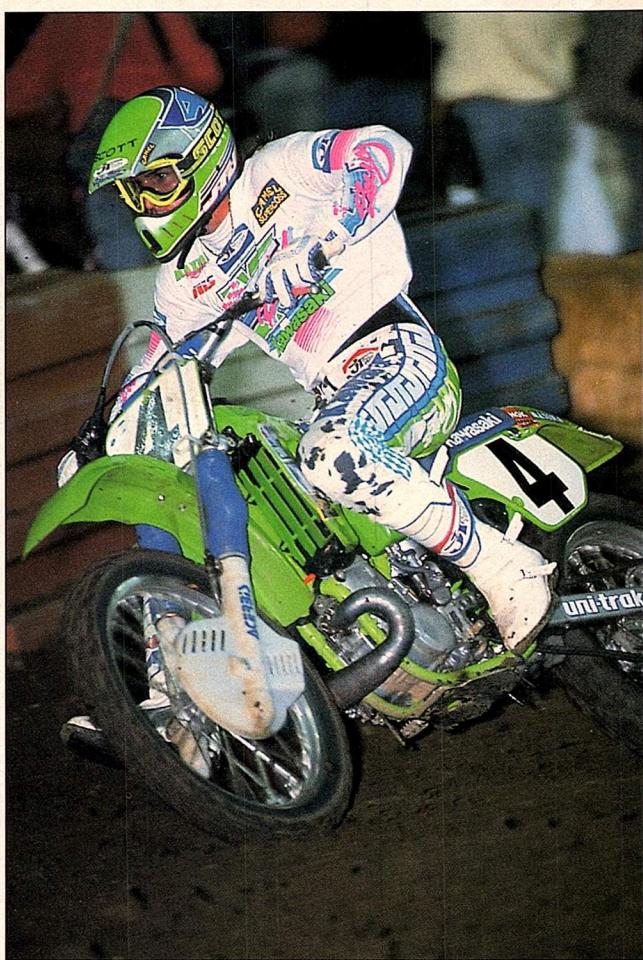


Mark Barnett

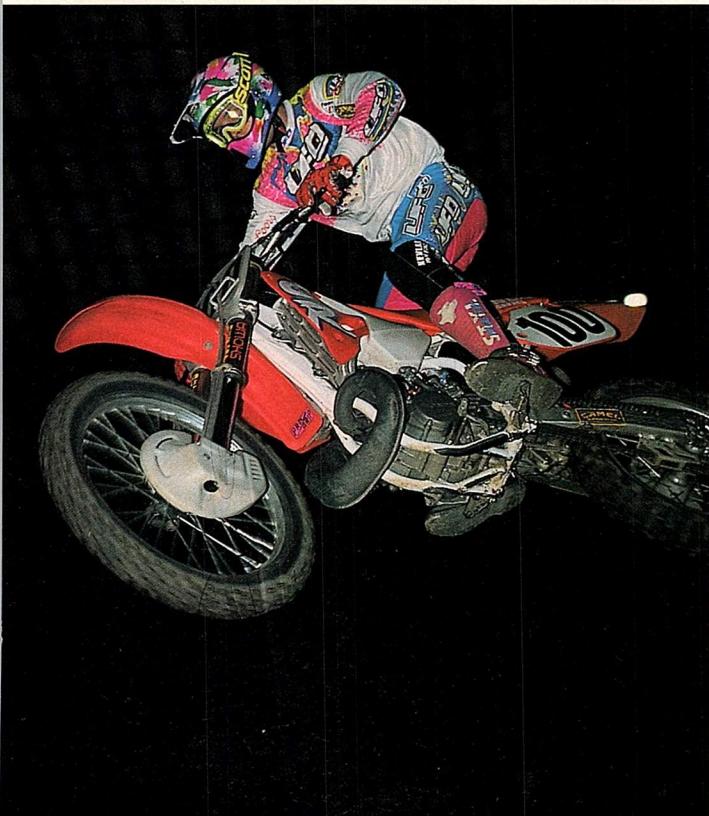
what most people thought to be an uncompetitive RM500.

BROC GLOVER

There have been American motocrossers who liked winning more than Broc Glover, but nobody hated losing more. His first MXdN selection came as the last-minute replacement for an injured rider. He rode his own Yamaha, which happened to be in Europe for another event, but it was tuned by a Honda mechanic for that one race. Broc won some of his incredible 500cc National titles on production



Ron Lechien



Trampas Parker

YZ490s, while his competition was on the most amazing works bikes around. That feat alone makes him one of the true heroes of the decade.

RON LECHIEN

Ron Lechien's inability to ride up to his potential as one of the greatest natural talents of all time was one of the decade's greatest disappointments. He shined at the 1985 (and 1988) MXdN, though. Armed with his incredibly fast National championship-winning works Honda 125, Lechien embarrassed most of the fastest 250- and 500cc-class riders in the world and helped the U.S. win yet another world team title.

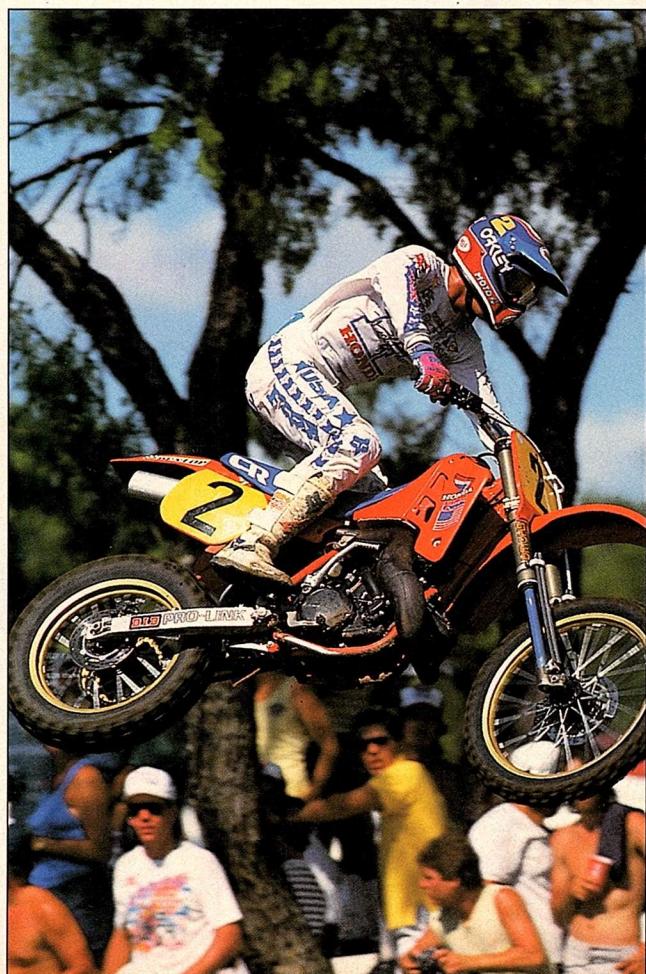
TRAMPAS PARKER

He was a local kid from Louisiana who raced amateur with Kawasaki's Team Green program. Before

Chad became Trampas and Robbie Van Winkle became Vanilla Ice, they raced together at Lake Whitney, Texas. Things didn't click until Trampas hit Europe and took two world titles from the hands of the Euros. He's a hero in any book now.

RICK JOHNSON

From 1986 to 1990 Rick Johnson was the dominant force in motocross. He was the '86 and '88 AMA/Camel Supercross Series Champion, the '86 and '87 250cc and the '87 and '88 AMA 500cc National MX Champion, all while riding for Team Honda. He also won the 1984 250cc National title for Yamaha and just missed capturing the 1982 250cc National title when he blew a wheel during the final race, losing the title to factory Honda rider Donnie Hansen by a scant three points. (That he com-



Rick Johnson

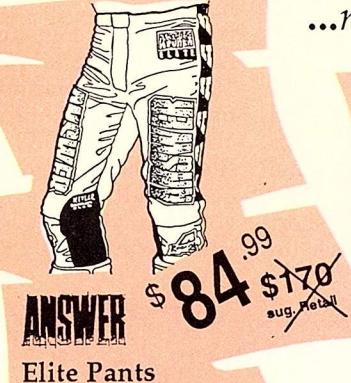
Available



100% Exchange Guarantee

Helpful Sales People...

...no pressure !!!



- Save More !

Pro-Lite

Bob's
~~\$270~~
\$189.99

'93

Bob's
Call for
Price!!

AUTHORIZED THOR
FACTORY OUTLET STORE



Team '93

Bob's
~~\$480~~
\$369.99



SINISALO

SCD 2 Pants
Sport Jersey 100%
SCD Air Gloves w/Kevlar
SCD Kidney Belt
Sinisalo Gear Bag

Bob's
~~\$350~~
\$244.99

AXO

RC 2 Boots
Pentagon Pads (original)
Alltext 131 Pants

Bob's
Call for
Price!!

msr 2

MSR Kevlar Pants
MSR-2 Jersey
MSR Kevlar Gloves
HRP Pads (solid colors)

Bob's
~~\$487~~
\$279.99

437 - BOBS

6

7

BOB'S
St. Paul, MN. Cycle Supply

© Bob's Cycle Supply 1992 *

peted on the YZ250 at all should be enough to qualify him for this list. It was a bike that no other factory Yamaha rider even wanted to practice on due to its fork-mounted radiator and excessive girth.)

RJ's career was cut short when Danny Storbeck in-

humiliating the competition until a boating accident sidelined him for the 1979 season. Hannah's final year of racing for Yamaha was 1982, when they stuck him on a slow, evil-handling 125 for the National circuit. He finished sixth in the 125s and

Scott Gillman and Mike Bell before capturing Team Honda's attention and securing a factory ride in 1981. Donnie won the supercross title in 1982 with four event wins and captured the 250cc National title with three victories. Hansen rode on the USA's

first winning Trophee and MX des Nations effort in 1981 and was slated to ride again for the U.S. in 1982 (following his remarkable supercross and National titles), but he injured himself during a training accident prior to the event, effectively ending his racing career.

BRAD LACKEY

Brad Lackey matured from a wild kid from Pinole, California, to a hardworking 500cc GP rider. After years of almost winning a world championship on Huskys, Hondas and Kawasakis, "Bad" Brad finally put a championship together in 1982. He did it with a full-time trainer, a full-time suspension tuner and a full-time mechanic. Unfortunately, the effort didn't really pay off since virtually no one offered him a ride for 1983. The only GP he rode with the number one plate was the U.S. GP on a private Yamaha he'd borrowed from the Yamaha support team.



Bob Hannah

advertently landed on Rick's wrist during a practice session at Gainesville, Florida, prior to the National event. RJ came back with what sources claim was less than 30 percent movement in his wrist and virtually half of his original strength to win the 250cc GP at Unadilla in 1990 and assorted other races, but he was no longer the threat he once was.

Rick also participated on four winning Motocross des Nations teams ('84, '86, '87 and '88), helping the Americans continue their dominance over the European racers.

BOB HANNAH

Considered a complete lunatic during his early racing years when he rode Huskys and had a support deal with Suzuki (1974-'75), the "Hurricane" signed with Yamaha in 1976 and started his decimation of AMA motocross racing by

ninth in the supercross series with only one victory. Bob then signed with Honda in 1983 and won five supercross races and six 250cc National events.

Through '84 and '85 he won several supercross and 250cc National events before signing a big-bucks contract with Suzuki near the end of his career. Bob capped off his racing days with a remarkable ride at the 1987 MX des Nations mounted on a 125cc Suzuki. Interestingly enough, his main competition in the RJ-dominated race came from French 125cc star Jean-Michel Bayle, who went on to win the 125cc GP title in '88. Hannah went 4-1 for the day, giving Team USA the victory.

DONNIE HANSEN

A Southern California Yamaha hero in the late '70s, Donnie Hansen moved on to Can-Ams, blazing Saddleback regulars like



Donnie Hansen



Brad Lackey

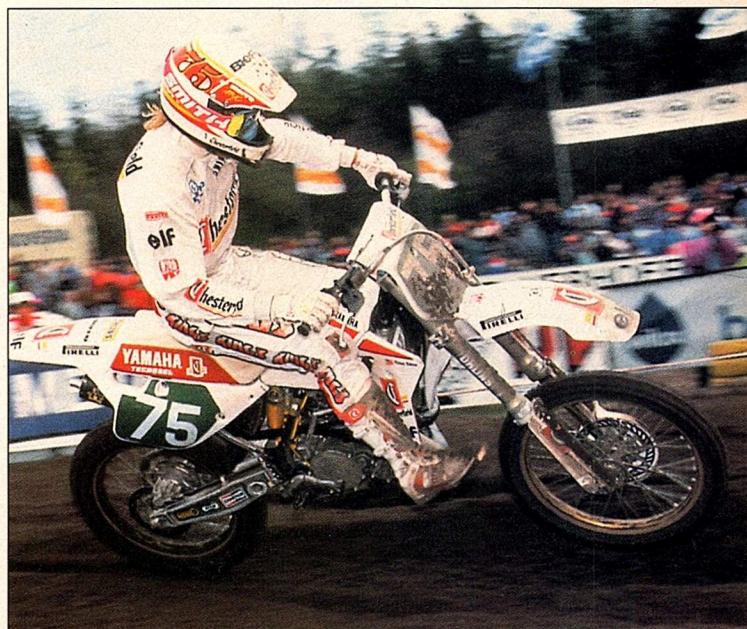
DONNY SCHMIT

Donny Schmit burst onto the scene in 1986 at the CMC Golden State Nationals. He grabbed the holeshot in one moto, Jeff Ward passed him, and Schmit passed him back. He kept up that irreverence for the established heroes and took the AMA 125cc Western Region Supercross Championship. Holding out for the best possible contract in 1989 left him a Honda privateer. He grabbed second in the Nationals, but his vocal

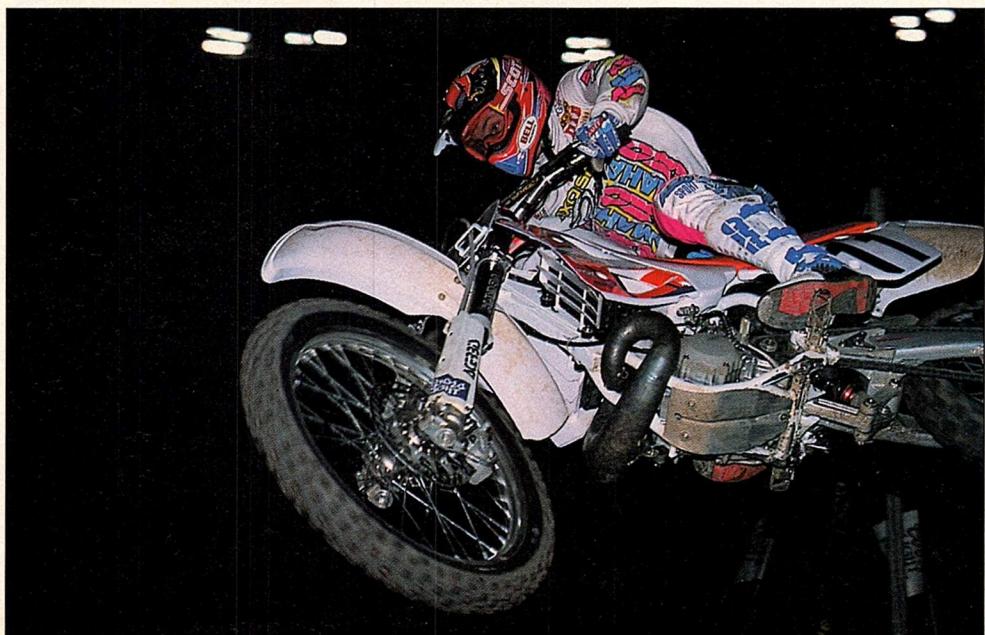
dislike of supercross events left him searching for a ride in Europe. He won the 125cc world championship in his first attempt, had a poor second year in Europe because of injuries, then won the 1992 250cc world title. He joins fellow expatriate Trampas Parker as the only two-time American world motocross champs.

DAMON BRADSHAW

Yamaha groomed Damon Bradshaw for greatness from a young age. They



Donny Schmit



Damon Bradshaw

saw potential in the youngster while he was still on 60cc machines. He never faltered in his push to be a faster, stronger racer. At age 20 Bradshaw is now one of the true motocross superstars of the world. He won nine AMA supercrosses in 1992, but he wasn't able to put together a third place at the final race to win the series. A two-time MXdN team member, he hasn't shown his true speed in these contests, perhaps because of the pressure he puts on himself to prove that he is the best rider in the world. If the best is measured in championships, then Damon still has a ways to go, but there are days when Damon

10th Anniversary Special Section

Bradshaw is absolutely unstoppable.

MIKE KIEDROWSKI

Kawasaki has confidence in the steady return they're getting with Mike Kiedrowski. They stayed

with another rider who developed steadily—Jeff Ward—and he ended up paying huge dividends. They're now banking on Kiedrowski doing the same thing. Not a flashy rider or a controversial interview,

the "MX Kied" has two 125cc National titles to his name. He is currently on a roll in the 500cc Nationals—a class he has rarely contested even at the local level. A last-minute replacement in the 1989 MXdN, he put in an incredible ride on the 125cc Honda. He represented America again in 1991.

JEFF WARD

Jeff Ward suffered through dry early years and ridiculous nicknames to become a solid professional motocrosser. In fact, he's the only motocrosser ever to win a title in every class: 125, 250, 500cc and supercross. He has ridden for the same factory team for an incredible 13 years! He has worn Sinisalo apparel for nine straight years. Another thing that hasn't changed is Ward's easygoing off-track manner and his on-track desire to win.

He has ridden on more winning MXdN teams than any other American. He'll carry his desire to win into auto racing now, but he'll

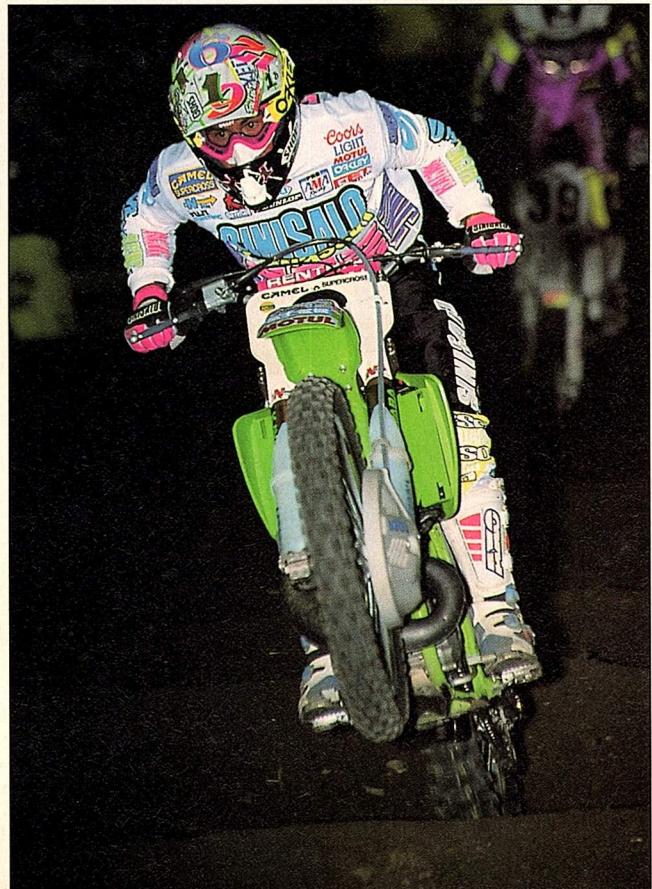
always be remembered as one of the great motocrossers.

JEFF STANTON

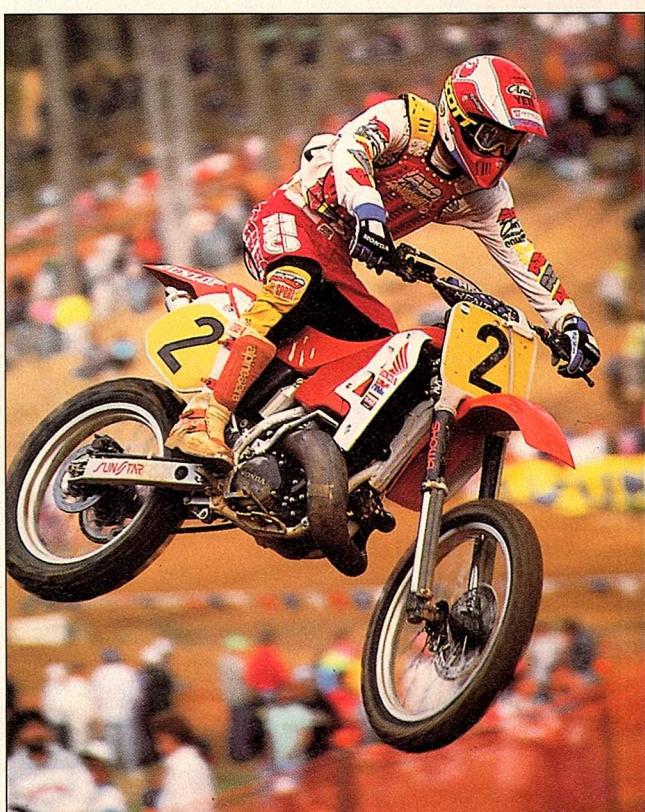
When we think of child prodigies in the MX world we think of Ron Lechien and Damon Bradshaw, but Jeff Stanton also deserves to be included in that group. Stanton came straight out of Yamaha's amateur program to battle Tommy Watts for the CMC Trans-Cal 500cc Pro class. His first partial year on the National circuit earned him second in the 500cc class on a Yamaha YZ490! Ever since, he has been second or third in the 500cc class while racking up 250cc and supercross titles. Ironically, it was on a 500cc machine at the 1990 and 1991 Motocross des Nations that Stanton delivered his most memorable and heroic performances. His incredible rides saved the team championships both years. He remains the strongest man in motocross and the most consistent champion around.



Mike Kiedrowski



Jeff Ward



Jeff Stanton



PARTS WAREHOUSE

ORDER DIRECT AND SAVE

From
MIDWEST ACTION
CYCLE'S

Gigantic Inventory
of Genuine SUZUKI
Factory Parts
"We've Got Them All"

CABLES

GENUINE SUZUKI

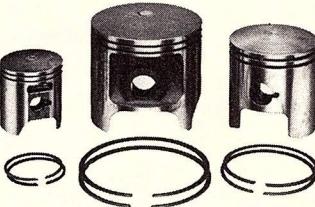
THROTTLE

RM 80/100 (1977-83)	\$11.99
RM 80 (1984-93)	9.95
RM 125/400/465/500 (1975-87)	12.75
RM 125 (1988-93)	10.95
RM 250 (1976-83)	11.95
RM 250 (1984-93)	10.95

CLUTCH

RM 80/100 (1976-93)	\$15.30
RM 125 (1975-85)	15.95
RM 125 (1986-93)	21.95
RM 250 (1976-81)	15.25
RM 250 (1982-86)	19.99
RM 250 (1987)	22.95
RM 250 (1988-93)	20.35

PISTON-RINGS



GENUINE SUZUKI PISTONS

RM 80/100 (1976-85)	\$30.25
RM 80 (1986-93)	26.40
RM 125 (1976-83)	35.87
RM 125 (1984-88)	27.30
RM 125 (1989-93)	30.95
RM 250 (1976-81)	44.95
RM 250 (1982-93)	32.75
RM 500 (1983-84)	44.99

GENUINE SUZUKI RINGS

RM 80/100 (1976-82)	\$24.85
RM 80 (1983-85)	18.20
RM 80 (1986-93)	11.95 ea.
RM 125 (1978-80)	24.85
RM 125 (1981-86)	19.50
RM 125 (1987-93)	12.30
RM 250 (1979-81)	10.70
RM 250 (1982-85)	14.40
RM 250 (1986-89)	10.70
RM 250 (1990-93)	12.60
RM 400/465/500 (1978-84)	14.45

CRANK MAIN BEARING AND SEAL KIT

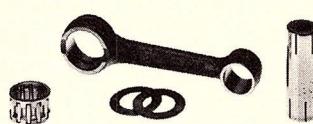


Genuine SUZUKI Factory Parts

Consists of two NEW IMPROVED main bearings, two crank seals and "O" ring when indicated.

RM 80/100 (1977-93)	\$39.45
RM 125/250 (1976-83)	44.40
RM 125/250 (1984-88)	40.75
RM 125/250 (1989-91)	48.60
RM 125/250 (1992-93)	58.85
RM 500 (1983-84)	43.75

CRANK REBUILD KIT



Consists of GENUINE SUZUKI FACTORY parts. ROD, LOWER ROD BEARING CRANK PIN AND TWO THRUST WASHERS.

RM 80/100 (1977-89)	\$61.30
RM 80 (1990-93)	64.99
RM 125 (1977-81)	55.10
RM 125 (1982-93)	79.98
RM 250 (1982-93)	94.40
RM 465/500 (1981-84)	86.90



Complete Piston Set
Piston, Rings and Circlips.



RM 80 (all yrs)	\$44.95
RM 100/125 (all yrs)	51.50
RM 250 (all yrs)	65.99
RM 370/400/500 (all yrs)	72.95

TOP END GASKET KIT

HEAD, BASE AND REED GASKET

RM 80/100 (1977-93)	\$ 9.25
RM 125 (1976-93)	11.85
RM 250 (1976-82)	9.75
RM 250 (1983-85)	13.89
RM 250 (1986-93)	11.95
RM 500 (1983-84)	10.95

MAC'S PHASE III

racing filters

NEW IMPROVED dual stage foam air

RACING filters, specially designed for

RM'S.

• Hi air flow • Superior dirt stopping
ability • Proven effective in NATIONAL
AND INTERNATIONAL MOTO-CROSS

RACING!

MORE FLOW = MORE POWER

RM 80/100 (all yrs)	\$17.95
RM 125/250 (1976-80)	16.95
RM 125/250 (1981-83)	12.95
RM 125/250/500 (1984-87)	18.95
RM 400/465 (1979-83)	14.95

OURY GRIPS

ORIGINAL. In our opinion the best grips made. RED, BLUE, BLACK, YELLOW, GREEN, "HOT PINK".

\$6.95 pr.

EBC BRAKE PADS

RM 80/125/250/500 \$21.95 set
Indicate front or rear

FENDERS

ORIGINAL . . . TEAM SUZUKI

Fit perfectly for each year and model.

NO DRILLING HOLES. BOLTS RIGHT ON.

FRONT

RM 80 (1983-85) \$33.40

RM 80 (1986-93) 26.25

RM 125/250/500 (1980-83) 44.30

RM 125/250/500 (1984-93) 36.80

REAR

RM 80 (1980-93) \$29.99

RM 125/250/500 (1981-91) 37.99

RM 125/250 (1992-93) 40.25



"ULTRA SEAL"

RACING AIR FILTERS

The NEW UNI FILTER with "ULTRA SEAL" has a built in "GREASE GROOVE" for easier application of sealing grease and a better fit for a PERFECT SEAL.

RM 125/250 (1988-93) \$21.95

Boyesen

DUAL STAGE RACING REEDS

BOLT ON HORSEPOWER

RM 80 (1977-88)	\$11.95
RM 80 (1989-92)	18.95
RM 100/125/400 (1976-81)	12.95
RM 125 (1984-86)	12.95
RM 125 (1982-83) & (1987-92)	25.95
RM 250/465/500 (1981-92)	29.95



Set consists of swing arm buffer and lower chain guide. The design may vary from the picture, depending on year and model.

RM 80 (1982-85)	\$13.67
RM 80 (1986-93)	15.90
RM 125/250 (1984-90)	26.95
RM 125/250 (1991-93)	32.75
RM 500 (1983-84)	17.50

BRAKE SHOES

GENUINE SUZUKI

FRONT

RM 80/100 (1976-85)	\$10.75 pr.
RM 125/250/500 (1975-84)	16.80 pr.

REAR

RM 80 (1977-85)	\$11.30 pr.
RM 100/125 (1975-80)	14.30 pr.
RM 125 (1981-87)	12.95 pr.
RM 250/500 (1981-86)	12.95 pr.



Pre-stressed, Pre-stretched made of the highest grade ALLOY steel available.

RM 80 (all yrs)	\$25.95
RM 100/125 (1975-79)	27.90

RK RACING CHAIN

For the most demanding riders.

RM 125/250 (1980-93)	\$39.95
RM 400/465/500 (all yrs)	40.25

SPROCKETS



FRONT SPROCKET

Made from top grade steel, case hardened over 60 Rockwell.

RM 80/100/125/250 (all yrs)	\$11.95
RM 370/400/465/500 (all yrs)	12.95

REAR SPROCKET

TITAN TOUGH. Hardened alloy, light wt. Bullet proof, wears twice as long as any sprocket on the market today.

RM 80 (all yrs)	\$34.95
RM 100/125/250 (all yrs)	35.95
RM 400/465/500 (all yrs)	36.95

TO ORDER CALL TOLL FREE

USA and CANADA

1-800-343-9065

FAX 1-414-249-0608

HRS: MON TO FRI 8-7
- SAT 9-3 CST

We Ship UPS, COD, VISA,
MC, AM EX and DISCOVER

1401 ELKHORN RD.
LAKE GENEVA, WI 53147

THE TOP 10 OF THE DECADE

The *Dirt Rider* decade didn't see the obvious external changes in motorcycle technology that the previous decade did, but there is no danger of confusing any of the 1982 models with 1992 models (well, maybe a YZ490 and a WR500). However, during the decade there were machines in both motocross and off-road competition that changed the sport—milestone motorcycles. We wanted to celebrate their memory while we celebrate our first decade.

MILESTONE

1982 YAMAHA YZ250

The '82 YZ wasn't a wonderful motorcycle, but it was good enough to nearly steal the AMA 250cc National championship from Donnie Hansen's incredible works Honda. The reason we consider the YZ a milestone is that it was the first production motocrosser (with the '82 YZ125) to come with a power valve. Now, 10 years later, only two minis and one popular 500 *don't* have some sort of variable exhaust valve! Every other contemporary machine has one.

with the 1983 CRs. Never before had a factory spent as much effort on the fit and feel of motocross machines. They learned that comfort improves speed by removing distractions. All of the CRs were ergonomically enhanced, but only the 480 was such a standout in its class. Thanks to its perfect blend of power and rideability it was one of the finest Open-classers ever built.

the AMA 250cc National championship.

1985 HONDA CR500R

Honda went from the best Open-classer in 1983 (the air-cooled 480) to the worst one in 1984 (the air-cooled 500). However, in 1985 Honda debuted their first water-cooled, Open-class machine and essentially changed the way we view Open-class bikes. The '93 CR500 differs only slightly from this bike, and it still has one of the World's great horsepower-producing motors.

1983 HONDA CR480R

Honda pioneered our modern concern for ergonomics

1984 YAMAHA YZ250

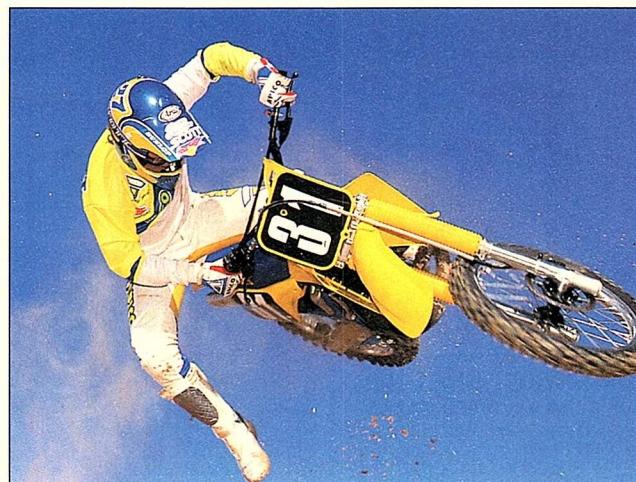
Yamaha claimed they had enough faith in the 1984 YZs to give up works bikes. Finances were probably their major motivation, but in the hands of Rick Johnson, the YZ250 was good enough to win

1986 HONDA CR250R and 500R

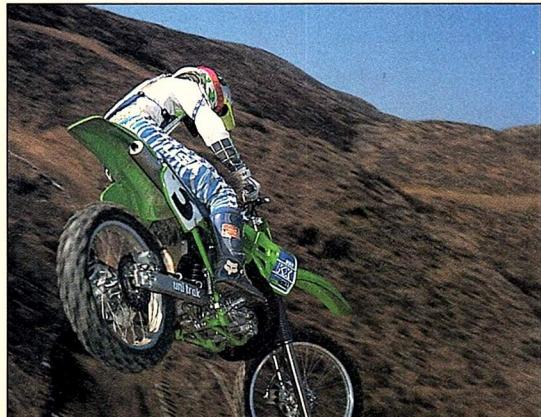
In 1986 Honda and Showa caught the motocross world with their leathers down. The 43mm cartridge fork that Honda introduced was Showa's only solution to making a better fork than the KYB TCV fork used on the 1986 CR125. Honda tested the TCV fork and knew that Showa had no better performer in an ordinary



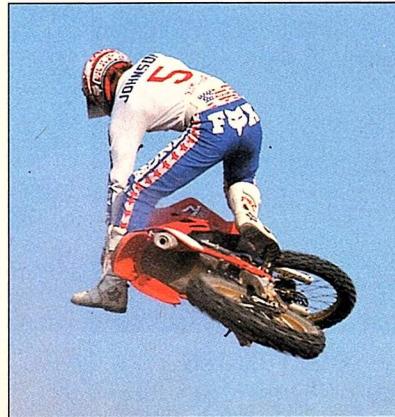
1984 YZ250



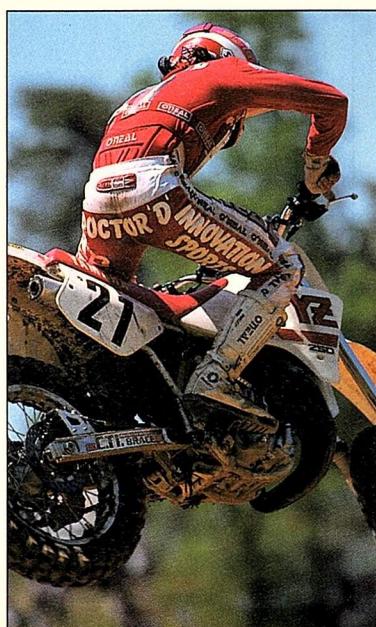
1988 RM250



1989 KX250



1987 CR250R



1988 YZ250

MOTOCROSSERS!

damping rod design. Showa's solution was so advanced and complex that a KYB employee later commented that countering the TCV fork with a cartridge design was the same as using an atomic bomb to kill a cockroach! This bike was the beginning of a new age in the suspension revolution as well as major price escalations. A full-featured inverted cartridge fork instead of a conventional damping rod design adds roughly \$400 to the price of a bike.

1987 HONDA CR250R

No motocrosser of the decade is remembered more fondly than the '87 CR250R. It was no technomarvel, but it improved on

all of the current trends, and most riders and magazines found it almost perfect. Buying an '87 CR was like buying your own factory bike off the showroom floor. The 125 and 500 were excellent, too, but the 250 was probably the most-loved MXer of the decade.

1988 SUZUKI RM250

It probably strikes long-time *DR* readers as odd that this is the first Suzuki in the list. The original Full-Floater suspension design was indeed a revolutionary change, but it was introduced in 1981. After that the RM line experienced a gradual decline. Bob Hannah signed on in 1986 to turn the

trend around, and the '88 RM250 was the first really great result. It also marked the year that KYB caught and passed Showa in cartridge fork performance.

1988 YAMAHA YZ250

This wasn't the best bike of the year, but it was an important one. It marked Yamaha's second coming in motocross. Instead of just cruising along a year or two behind the competition, they started to innovate. Yamaha updated them in '88, and the YZ has excelled ever since.

1989 KAWASAKI KX250

Kawasaki dared to stand tough in the face of the

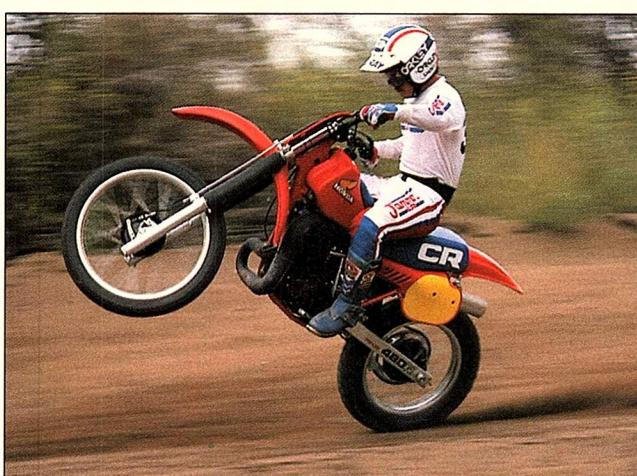
tidal wave of inverted fork designs and released all of their full-size KXs with KYB's phenomenal 46mm conventional fork. The result was three of the finest-suspended machines in history. The 250/500cc chassis survives into 1993 with the KX500 motor in it, and the KX500 is still considered by many—including Kawasaki's own factory riders—to be the best-handling full-size KX.

1990 KAWASAKI KX250

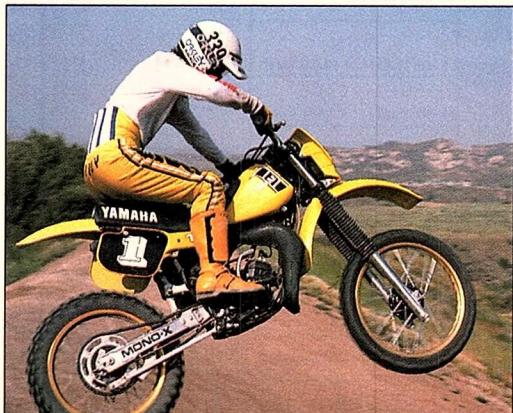
Kawasaki went space-age in 1990 with perimeter frames on their 125 and 250. The perimeter frame had its problems, but it also brought an incredibly solid feeling to the chassis package. At the same time it refocused efforts by all the manufacturers on frame stiffness. The advances there continue to improve suspension and handling.



1986 CR250R



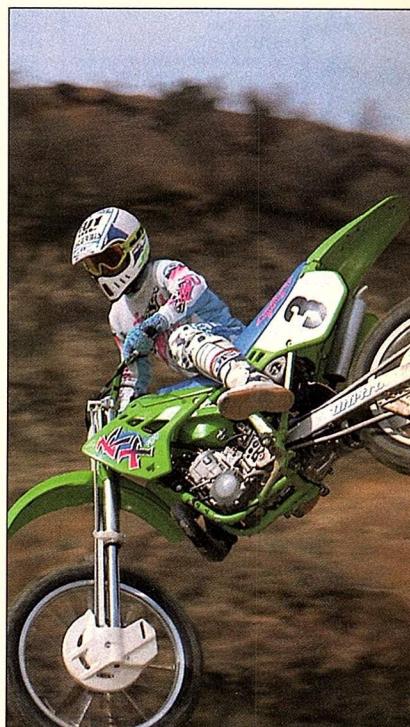
1983 CR480R



1982 YZ125



1986 CR500R



1990 KX250

DONELSON CYCLES, INC.

9851 St. Charles Rock Road
St. Ann, MO 63074

THE MOTORCYCLE PEOPLE.

NO
MINIMUM!

NEXT
DAY
SHIPPING
AVAILABLE

PARTS FOR:
YAMAHA, BSA,
TRIUMPH, NORTON, ATK,
MOTO GUZZI, DUCATI,
HUSQVARNA, CAGIVA,
AND CAN AM

ORDER

TOLL FREE 1-800-325-4144

ALL 50 STATES AND CANADA

INFORMATION: 314-427-5523

FAX 314-427-7642

ORDERING INFORMATION

\$4.50 Shipping & Handling Charge Per Order Except Tires And Cases Of Oil, They Are \$4.50 Each (48 Continental States). C.O.D. Charge \$4.00. Exchange or Refund Policy, 30 Days - Merchandise Must Be New, Unused And In Original Carton. Exchanges Have A \$4.50 Re-Shipping Fee.

HOURS: 8-8 Mon. thru Fri., 9-5 Sat. Central Time Zone

PRICES MAY VARY IN OUR STORES

MR. MOTORCYCLE

ADULT PRICE LIST

TROPHY-SPORT GLOVES	\$14.95
GOLD CUP GLOVES	19.95
TROPHY-LINE JERSEY	14.95
UP FRONT JERSEY	19.95
TROPHY-LINE II PANT	49.95
TROPHY-SPORT PANT	54.95
GOLD CUP II PANT	69.95
GOLD CUP III PANT	79.95
TROPHY-LINE BOOT	99.95
ROUGH RIDER BOOT	119.95
GOLD CUP BOOT	15 - 16
GC III BOOT	159.95
ADULT ROOST SHIELD	39.95
ENDURO JACKET	129.95
GEAR BAG	29.95

MR. MOTORCYCLE

ADULT PACKAGE DEALS

MR#1

Trophy-Line Jersey
Trophy-Line II Pant
\$59.95

MR#2

Trophy-Line Jersey
Trophy-Line II Pant
Trophy Sport Gloves

\$79.95

MR#3

Trophy-Line Jersey
Trophy-Line II Pant
Trophy Sport Gloves

\$79.95

MR#4

Trophy-Line Jersey
Trophy-Line II Pant
Trophy Sport Gloves

\$79.95

MR#5

Trophy-Line Jersey
Trophy-Line II Pant
Trophy Sport Gloves

\$79.95

For an additional \$29.95, get
the Adult Roost Shield.

\$219.95

TS No. 1

Trophy Sport Pant

UP Front Jersey

\$64.95

TS No. 2

Trophy Sport Pant

UP Front Jersey

\$74.95

TS No. 3

Trophy Sport Pant

UP Front Jersey

\$179.95

MRM No. 1

UP Front Jersey

GC III Pant

\$89.95

MRM No. 2

UP Front Jersey

GC III Pant

\$209.95

MRM No. 3

UP Front Jersey

GC III Pant

\$239.95

Buy Any Mr. Motorcycle Adult Package Deal
and receive a Mr. Motorcycle Gear Bag
for \$19.95!

KIDS CLOTHING

UP-FRONT JERSEY	\$19.95
TROPHY-LINE JERSEY	14.95
TROPHY-LINE II PANT	49.95
TROPHY-SPORT PANT	54.95
TROPY-LINE BOOT	79.95
TROPHY SPORT GLOVE	12.95
KIDS ROOST SHIELD	34.95
MONARCH HELMET	59.95

MR. MOTORCYCLE

KIDS PACKAGE DEALS

Kids #1

Kids #2

Trophy-Line Jersey
Trophy-Line II Pant
\$59.95

\$69.95

Kids #3

Trophy-Line Jersey

Trophy-Line II Pant

\$139.95

Trophy-Line Boots

Trophy-Sport Gloves

\$199.95

Buy Package No 4 and receive a Kids
Roost Shield for only \$27.95!

PACKAGE DEALS

KIDS-TS-1

Trophy Sport Pant

UP Front Jersey

\$64.95

KIDS-TS-2

Trophy Sport Pant

UP Front Jersey

\$72.95

Trophy Sport Glove

Trophy Line Boot

\$150.95

Buy ANY KIDS PACKAGE Deal & receive a
Mr. Motorcycle Gear Bag for only \$19.95!

NO
MINIMUM!

NEXT
DAY
SHIPPING
AVAILABLE

LITTLE KIDS SIZES 2 to 12

RACE KITS PANTS & JERSEY

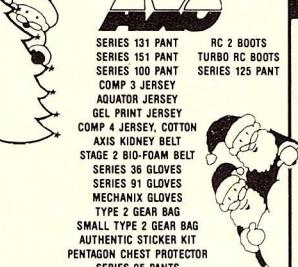
Padded Knees & Elbows, Team Colors.
SZ: 2, 4, 6,
8, 10 & 12
KIT \$59.95

MS RACING

MSR Pro Comp Jersey	\$22.30
MSR II Jersey	31.50
MSR2 Jersey	39.60
MSR Lite-ning Jersey	180.00
MSR Kevlar Pant	156.60
MSR Pro Comp Pant	92.70
MSR Pak Jacket	54.00
MS ISDE Gortex Jacket	234.95
MS Hydro Pro Glove	27.00
MSR Kevlar Glove	31.50
MSR Pro Comp Glove	27.00
MSR Comp Boot	210.60
MSR BakPak	39.56
MS Helmet Bag	15.75
MS Hand Protectors	18.75

CALL US About Our MS Racing Special
CHRISTMAS PACKAGE DEALS!!!

C



We Carry A Full Line of AXO - CALL!!

D

SINISALO Racing

SPORT GLOVE	\$27.95
AIR GLOVE	36.95
SCD BELT	37.95
GEAR BAG	41.95
ELBOW PADS	26.95
SCD II PANTS	129.95
WARD REPLICA JERSEY	27.95
SPORT JERSEY	18.95
WORLD JERSEY	27.95
JET PANT	81.95

PACKAGE DEALS

SR 1	\$99.95
SR 2	\$130.95
SR 3	\$244.95
SR 4	\$144.95

E

answer

PRICE LIST

Sport Jersey	\$21.50
Elite Jersey	35.50
Pro 2 Line Jersey	44.50
Sport Pants	88.50
Form Sport Pants	133.50
Elite Pants	142.50
Elite LTD Pants	151.50
A 4 Gloves	29.95

* SPECIAL Package Deals *

Sport Jersey	FULL RETAIL \$139.95	OUR PRICE \$99.95
Sport Jersey	FULL RETAIL \$269.90	OUR PRICE \$199.95
Sport Jersey	FULL RETAIL \$369.85	OUR PRICE \$289.95
Sport Jersey	FULL RETAIL \$439.85	OUR PRICE \$349.95
Sport Jersey	FULL RETAIL \$539.85	OUR PRICE \$449.95

WE ACCEPT:
AMERICAN EXPRESS,
DISCOVER,
MASTER CARD, VISA
• PERSONAL CHECKS:
Allow 3 Weeks For Delivery
(Please Make Checks Out
To DONELSON CYCLES.)

A

F



Mr. Motorcycle
KIDS ROOST
SHIELD
\$34.95

Mr. Motorcycle
ADULT ROOST
SHIELD
\$39.95



Answer
PRO-TEK
\$116.95

HRP
\$89.95

WE CARRY THOR ARMOUR!!

CHEST/BODY PROTECTION

Acerbis Zoom
104.95

Answer PRO-TEK
116.95

HRP Solid
89.95

HRP Clear
109.95

HRP Kids
79.95

WE CARRY THOR ARMOUR!!

G

BIEFFE

Pro Pants
\$99.95

Pro Jersey
\$28.95

Pro Gloves
\$29.95

Pro Kidney Belt
\$24.95

Boots (Solid)
\$139.95

Boots (Splatters)
\$149.95

MX Pro Boot
\$189.95

WE CARRY THOR ARMOUR!!

H

Hi-Point Boots

Kids Boots
\$179.95

Adult Boots
219.95

Power Pants
\$99.95

Jersey
29.95

Wet Gloves
6.50

Glove Half-Breed
24.95

JT V-2000 Ventilator
99.95

WE CARRY THOR ARMOUR!!

I

Stocking Stuffer Deal No. 1

Buy 1 Pair of EXPERT TIEDOWNS &
1 Pair of Grips for \$18.95

Stocking Stuffer Deal No. 2

Buy 1 Pair of SKINS &
1 pair of MX SOCKS for \$21.95

Stocking Stuffer Deal No. 3

Mr. Motorcycle Trophy Sport Gloves
& No. 83 SCOTT GOGGLES

both for \$24.95

WE CARRY THOR ARMOUR!!

J

Stocking Stuffer Deal No. 1

Buy 1 Pair of SKINS &
1 pair of EXPERT TIEDOWNS

both for \$18.95

WE CARRY THOR ARMOUR!!

K

SKINS
\$19.95

REG. \$24.95

FULL LENGTH
SKINS (Black) \$24.95

WE CARRY THOR ARMOUR!!

RIDING SHORTS

EXPERT Tiedowns
Red Ratchet
\$12.95

Made in U.S.A.
\$19.95

WE CARRY THOR ARMOUR!!

ACERBIS

Hand Guards
From \$16.95

Front Fender
From \$18.95

Rear Fender
From \$18.95

Disc Guards
From \$19.95

WE CARRY THOR ARMOUR!!

ENDURO BRUSH-GARDS
\$29.95

aluminum Alloy!

DARK DUSTERS
\$39.95

WE CARRY THOR ARMOUR!!

PRICES SUBJECT TO CHANGE WITHOUT NOTICE

BEL-RAY

OIL-LUBE

6 PACK FULL CASE

\$27.95 \$49.95/12ct

MC1+ 12.3oz

\$17.95 \$68.95/24ct

Chain Lube 16oz

\$26.95 \$49.95/12ct

Gear Oil 32oz

\$19.95 \$37.95/12ct

Fork Oil 16oz

\$11.95 \$22.95/12ct

Air Filter 16oz

\$14.95 \$26.95/12ct

Degreaser 16oz

\$19.95 \$38.95/12ct

OL-LUBE

GOLDEN SPECTRO OIL

2 CYCLE 6 PACK

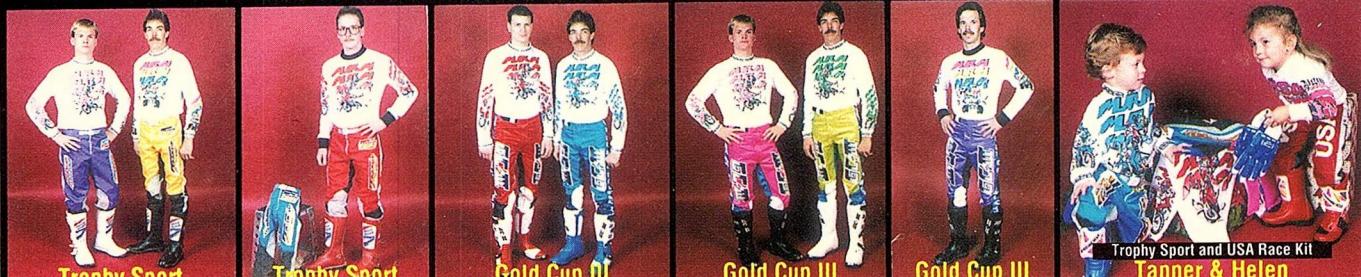
\$19.95 \$68.95</

DONELSON CYCLES, INC.

THE MOTORCYCLE PEOPLE. 1-800-325-4144 • Info: 314-427-5523 • FAX: 314-427-7642

9851 ST. CHARLES ROCK RD.

ST. ANN, MO 63074



Trophy Sport

Trophy Sport

Gold Cup III

Gold Cup III

Gold Cup III

Trophy Sport and USA Race Kit

Tanner & Helen



MSR

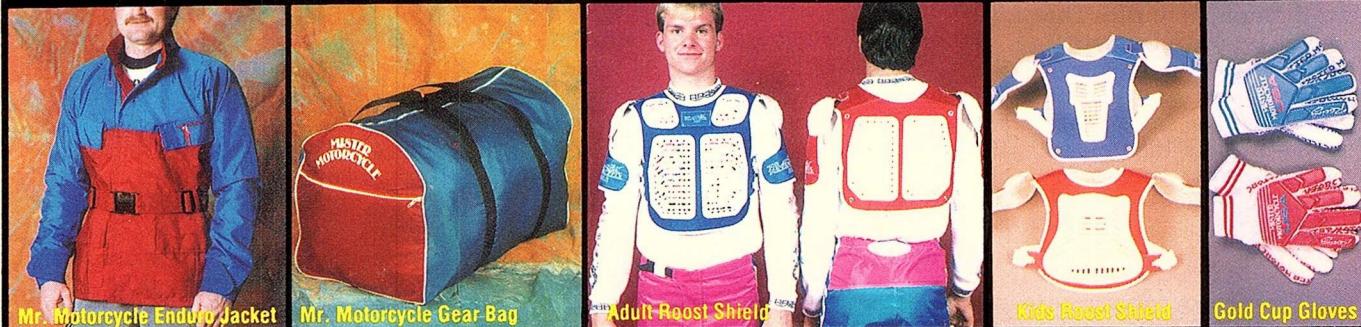
Gortex MSR

AXO

Sintsaig

Answer

Answer



Mr. Motorcycle Enduro Jacket

Mr. Motorcycle Gear Bag

Adult Roost Shield

Kids Roost Shield

Gold Cup Gloves



HRP Protectors

Boots

Gold Cup III Boots

Trophy Line Gloves



Rough Rider Boots

Trophy Line Boots

Kids Boots

Gold Cup Boots



Tie Downs

Skins

See opposite page for prices and
Special Package Deals!

**Merry Christmas
&
Happy New Year
from Donelson Cycles, Inc.**

OUTSTANDING

1982 and 1986 HONDA XR200R

Actually, any year's two-valve Honda XR200R qualifies for this category. Some of the bikes on this list push the technological envelope, but the XR200 is here mostly because it is ridiculously fun and supereasy to ride. The two-valve XR200 was the first light, high-tech, reliable trail thumper built. The engine is good enough that it has survived over a decade now, and Honda has placed the same motor found in their 1980 model back in their lineup for 1993! This XR is still the best beginner's bike anywhere.



1985 430 AUTO

1985 HUSQVARNA 430 AUTO

Depending on how you saw the Auto, it was either the finest enduro machine ever built or the worst piece of junk in the woods. It was ruthlessly effective in tight woods but required unbelievable amounts of maintenance. Hard-core riders routinely changed the first-gear clutches during races!

1984 HUSQVARNA 400WR

The perfect enduro motor arrived on the scene in 1984. In an age of incredible technological marvels, the 400WR could only boast about its liquid-cooling. The chassis had two

shocks, few fancy aluminum parts and lots of crude-looking accoutrements. However, none of that mattered because of the tour de force in the engine bay. Add the romance of rumors that the engine was developed by a single Husqvarna engineer on his own time, and you have the makings of a legend.

1985 HONDA XR350R and XR600R

Big Japanese four-stroke playbikes became far more serious efforts with these two machines. Full-size suspension components, good ergonomics and high-tech enduro instruments

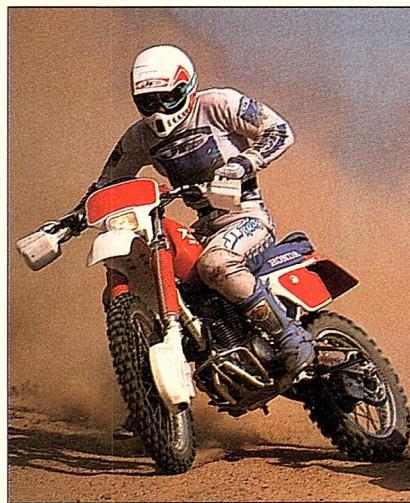
were just a few of the changes. No more stamped steel swingarms or 25-cent shocks. Honda also came up with the first workable midsize thumper, though they soon abandoned the concept, and Suzuki took up where Honda left off.

KAWASAKI KDX200

All of Kawasaki's KDX200 models are winners. Naturally, the latest model is the best, as the KDX has continually improved, but every edition was a genuine bargain and completely competitive. Thousands of riders come into and stay in the sport because of the KDX200. This bike has single-handedly kept off-road racing affordable for more than a decade.

1984/85 KTM 250MXC

KTM cut a new path for off-road machines by using current lightweight, high-tech moto technology for their off-road machines. It



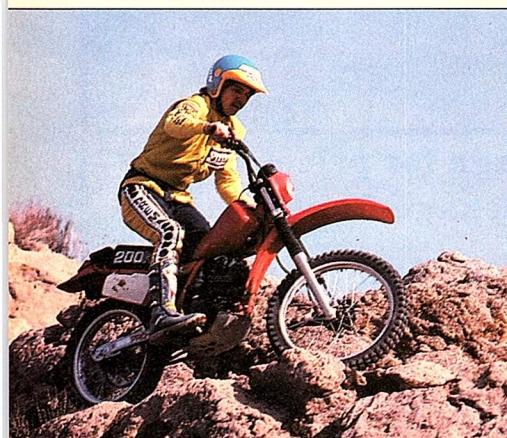
1988 XR250R



1987 510 ENDURO



1990 XR600R



1982 XR200R

OFF-ROADER'S!

was as if they were the first to view off-road events as speed contests rather than just reliability tests. The White Power inverted fork they introduced didn't work too well, but it ultimately changed front suspension throughout the industry.

1987 HUSQVARNA 510 ENDURO

Two-stroke pilots were concerned when they heard the sound of a thumper behind them for the first time since the late '60s when the Husky four-strokes arrived. The air-cooled models were light but beset with starting problems. The liquid-

cooled redesign for 1987 made the Husky motor simply awesome. It produced huge quantities of usable power and was fairly reliable and easy to start. At the time it was the best model in a lineup of famed two-strokes. Today it remains the design inspiration for the most competitive thumpers in the world.

1989 SUZUKI RMX250

Suzuki had dabbled in the enduro market during the late '70s and early '80s with their PE line but experienced little success since the machines were heavy, slow and poorly sus-

pended. In order to go head-to-head with the Euro enduro machines (which had always been based on their MXers) Suzuki introduced the RMX, which was the first real no-compromise enduro weapon based on a *current* motocross design. It changed the enduro scene forever.

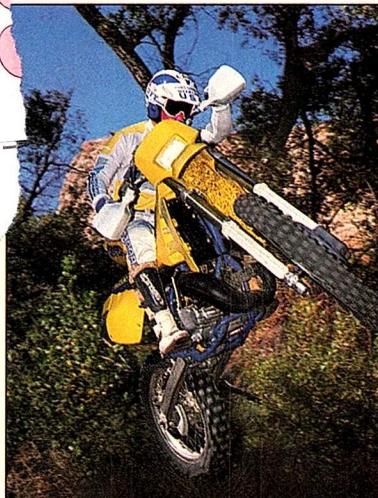
1986-1993 HONDA XR250

These bikes are some of the best XR models ever made. The XR250 had some success as a serious racer when it was first introduced, but since then more serious 350cc-class racers have come on the

scene. The XR250 is still serious fun. It's fairly light, nimble and a fine handler. It will handle the gnarliest slow sections or the fastest smooth sections but not the fast gnarly sections. Best of all, the XR250 is dead reliable on a diet of clean oil, and it will run on any type of fuel. Any model is a good one, but the current rear disc brake models are best.

1988-1993 HONDA XR600R

Two-time AMA National Hare Scrambles Champion Scott Summers has proved that an XR600R is more than a match for the best off-road riders and machines in the country. The XR that Summers races is far closer to stock than you might imagine. The XR600s that *Dirt Rider* has campaigned in Baja have had box-stock suspension. We love this bike! It's heavy and better suited to a tall rider, but the XR is one of great box-stock off-road machines.



1989 RMX250



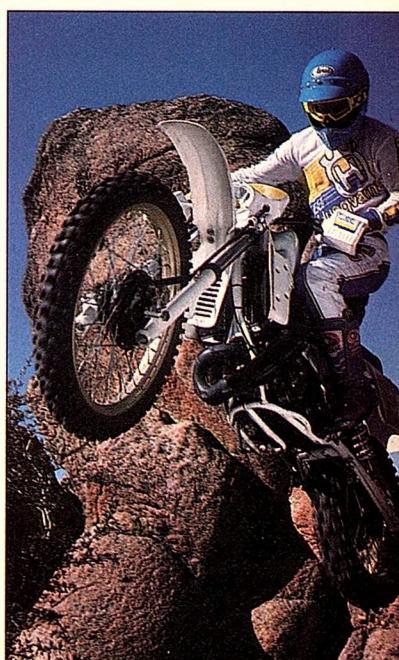
1990 KDX200



1984/85 250MXC



1985 XR350R



1984 400WR





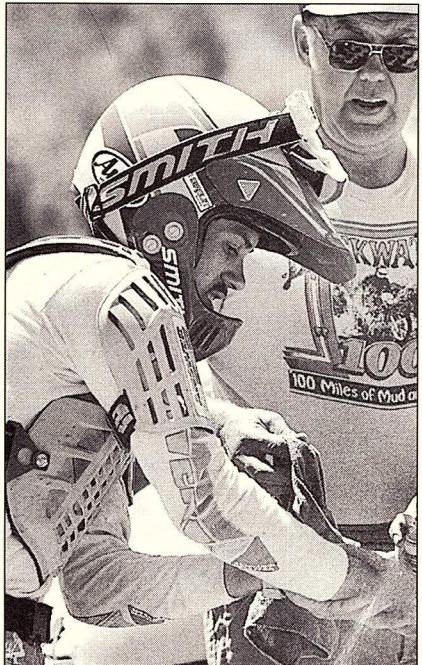
**A wider overall powerband, a new guillotine-type K.I.P.S.
main exhaust port valve, larger intake ports, a lighter crankshaft,
improved suspension, a stronger clutch assembly and a bigger
front axle. At the finish line. As seen from space.**

The higher, faster, stronger 1993 KX 250.

Kawasaki
Let the good times roll.

©1992 Kawasaki Motor's Corp., U.S.A. For the dealer nearest you, call 1-800-661-RIDE. Always wear a helmet, eye protection and proper apparel. Never ride under the influence of drugs or alcohol. For closed-course competition use only. Adhere to the maintenance schedule in your owner's manual. Specifications subject to change. Availability may be limited.

■ The Decade's Top 10 Products: ■ ONLY THE STRONG SURVIVED



Goggles:

Goggle technology has remained more or less constant throughout the decade. The Oakley O Frame, Scott Model 89 and Smith SMX were all here when *Dirt Rider* started, but they show no signs of aging. The foam around the face is improved, and there is a plethora of lens options, but the basic goggles are as good as ever.

Bell Moto 4 helmet:

We saw Mike Bell wear the first prototypes for the Moto 4 early in 1983 at the Seattle supercross. It was the first helmet to have decent ventilation, a light weight and a removable, washable lining. Nowhere near as popular as it was when it totally dominated the motocross and off-road markets, the 4 is still available from Answer products.

Dunlop K490 front tire:

Dunlop was using this tire as a testing standard as early as 1981, and it was standard equipment on the 1983 Kawasaki KX models. It remains the finest all-terrain motocross front tire ever made. The carcass is a little light for off-road use, but now, with foam inserts instead of tubes, you even see 490s off-road!

Hi-Point boots:

As a clothing company Hi-Point no longer exists, but the original Hi-Point boots first introduced in the early '80s (we're talking about the ones with the cam-lock buckles and no laces) and made famous by Bob Hannah and a host of others are still around and still winning Nationals on the feet of Mike LaRocco and Guy Cooper.

Ohlins shocks:

Still trick and high dollar after 10 years, Ohlins shocks are still around and still teaching the Japanese suspension giants a few things about winning races.

Ancra tiedowns:

Ancras are more than 10 years old, but they easily survived the *Dirt Rider* decade. There is still no better, more universal way to secure a motorcycle.

Gold Belt kidney belt:

The plain old canvas Gold Belt kidney belt is not as popular as it once was, but it is still a comfortable, effective belt.



HRP Flak Jak:

One of the first plastic-body armor-type chest protectors, the Flak Jak is still available and is relatively unchanged except for graphics and colors. Still popular, the HRP looks modern even after more than 10 years!

Bridgestone M22 rear tire:

Tread patterns have begun to change with alarming rapidity, but the M22 (first seen on the 1982 Honda CRs) remains the tire by which all other hard-terrain tires are judged. Dunlop technicians have said of this tire, "We don't feel bad that we've had to work so hard to make a better tire than the M22; Bridgestone hasn't been able to make one either!"

Answer Products mufflers and spark arrestors:

These products have undergone some changes, but they remain the easiest and most common way to replace a muffler or make a bike spark legal. *Dirt Rider* has used the muffler/spark arrestor combo now called the S/A Pro on hundreds of bikes throughout the decade. With today's growing concern about noise the unit needs to be quieter, but Answer makes the Sneaker for that.



MOTO REVOLUTIONARIES:

■ 10 Ideas That Changed Motocross Forever ■



Two-stroke power valves:

In all its configurations the power valve is how new motocrossers have great bottom-end, midrange and top-end power. Awesome!

Artificial leather gloves:

Now we have gloves that are light, comfortable, durable and totally washable, and they don't incur the wrath of animal activists. (They didn't think we cared!)

Innovation Sports C.Ti. knee brace:

These incredible knee-saving devices are a hassle to obtain: They are expensive, you need a prescription from an orthopedic specialist, and they make your choice of a motocross pant more limited, but they are well worth it. Many young riders got used to the braces early, and they wear them on both legs as a preventive measure. For other riders, like Doug Dubach, the C.Ti. brace allows their careers to



continue when it would be over otherwise.

Low-boy bodywork:

Low-boy tanks and pipes are just the outward signs of a decade-long effort to carry a motocrosser's weight lower on the chassis and centered between the wheels. New bikes aren't really that much lighter, but they feel a lot lighter than they did a

decade ago.

Tire design:

At the beginning of the decade you found a favorite tire and stayed with that tire, regardless of the track conditions. Now even novices know the difference between sand, intermediate and hard-terrain tires, and they use them where and when they are supposed to. These tire advances have made racing on unusual surfaces fun.

Aluminum handlebars:

Aluminum handlebars have made a small but distinct improvement to moto. They are slightly lighter and, most importantly, they soften the jarring and vibration the rider receives.

Fully adjustable suspension:

At the beginning of the decade it was noteworthy if a machine had adjustable rebound damping. Now we have suspension that is fully adjustable externally, and if we still aren't happy it can be disassembled and changed internally!

19-inch rear wheels:

Nineteen-inch rear wheels are another subtle improvement. They may not even be noticeable to novice riders, but they improve stability on hard surfaces and make suspension action more predictable, since they are less affected by tire flex. There are arguments about the superiority of the 19 versus the 18, but just look down the starting line at a National!



AXO kidney belt:

AXO has revolutionized the motocross clothing industry, but it all started with the soft, injection-molded plastic AXO kidney belt. It worked great and proved that good products could get even better.

Cartridge fork:

Compared to a conventional fork, a cartridge fork is a huge technological leap because it offers controlled, speed-sensitive damping. That advance has paved the way for the huge leaps that are now part of the sport without sacrificing turning ability. Now we can use a spring that holds up the bike but still allows it to settle for a turn then use damping to control large impacts. The cartridge fork may have added cost and maintenance time, but it's also dramatically improved performance.

HOUSTON CYCLERAMA*

Houston Astro Hall
November 26 - 29, 1992

Thurs, Nov. 26

5pm - 11pm

Fri, Nov. 27

Noon - 11pm

Sat, Nov. 28

Noon - 11 pm

Sun, Nov. 29

Noon - 9pm

ANAHEIM INTERNATIONAL MOTORCYCLE SHOW

Anaheim Convention Center
December 11-13, 1992

Fri, Dec. 11

5pm-10pm

Sat, Dec. 12

11am-10pm

Sun, Dec. 13

11am-6pm

SAN FRANCISCO INTERNATIONAL MOTORCYCLE SHOW HELD IN CONJUNCTION WITH THE AMA BUDWEISER INDOOR MOTOCROSS NATIONALS

Cow Palace
January 8 - 10, 1993

Fri, Jan. 10
5pm-10pm

Sat, Jan. 11
11am-10pm

Sun, Jan. 12
11am-6pm

SEATTLE INTERNATIONAL MOTORCYCLE SHOW

Washington Trade & Conv. Center
January 15 - 17, 1993

Fri, Jan. 15
5pm-10pm

Sat, Jan. 16
11am-10pm

Sun, Jan. 17
11am-6pm

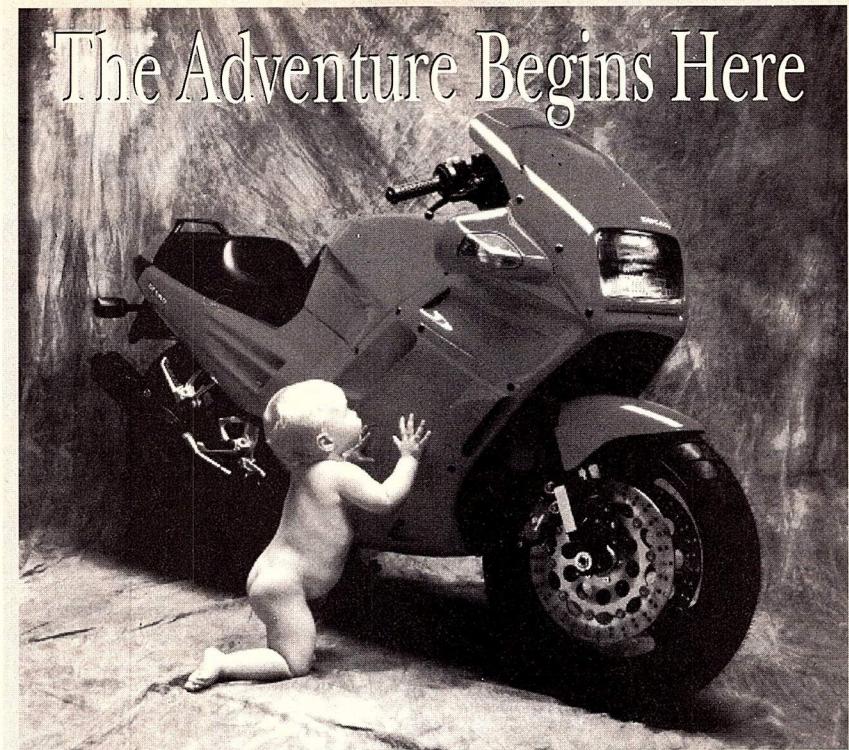
ST. LOUIS INTERNATIONAL MOTORCYCLE SHOW

Cervantes Convention Center
January 22 - 24, 1993

Fri, Jan. 22
5pm-10pm

Sat, Jan. 23
11am-10pm

Sun, Jan. 24
11am-6pm



NEW YORK INTERNATIONAL MOTORCYCLE SHOW

Jacob Javits Convention Center
February 5 - 7, 1993

Fri, Feb. 5

Noon-10pm

Sat, Feb. 6

10am-10pm

Sun, Feb. 7

10am-8pm

CHICAGO INTERNATIONAL MOTORCYCLE SHOW

Rosemont/O'Hare Expo Center
February 12 - 14, 1993

Fri, Feb. 12

5pm-10pm

Sat, Feb. 13

11am-10pm

Sun, Feb. 14

11am-6pm

DETROIT CYCLERAMA*

Cobo Hall
February 19 - 21, 1993

Fri, Feb. 19

5pm-10pm

Sat, Feb. 20

11am-10pm

Sun, Feb. 21

11am-6pm

PHILADELPHIA INTERNATIONAL MOTORCYCLE SHOW

Valley Forge Convention Center
February 26 - 28, 1993

Fri, Feb. 26

5pm-10pm

Sat, Feb. 27

11am-10pm

Sun, Feb. 28

11am-6pm

DAYTONA INTERNATIONAL MOTORCYCLE SHOW

Daytona International Speedway
March 4 - 7, 1993

Thurs, Mar. 4
9am - 6pm

Fri, Mar. 5
9am - 6pm

Sat, Mar. 6
9am - 6pm

Sun, Mar. 7
9am - 5pm

Isuzu and Cycle World Magazine Present

THE 1993 INTERNATIONAL MOTORCYCLE SHOWS

Motorcycling embodies the spirit of adventure for many people, from all walks of life. If your idea of heart-pounding excitement revolves around motorcycles, you can't miss the International Motorcycle Show near you!

See all the '93 models from BMW, Harley-Davidson, Honda, Kawasaki, Suzuki, Yamaha and more!

Enter to win a 1993 Isuzu Pick Up Truck!

Check out hundreds of custom, classic and vintage motorcycles on display in the Cycle World Readers' Collection!

See the latest products and accessories in the Accessory Showcase!
Check out all the hot leather and apparel for '93!

Sign up to win a new motorcycle!

Watch classic motorcycle films in the Video Showcase.

Enter contests, win prizes and meet guest celebrities!



For more information, please call toll free (800) 331-5706 or write Advanstar Expositions/International Motorcycle Shows, 1700 East Dyer Road, Ste. 250, Santa Ana, CA 92705

OFF-ROAD MILESTONES

Products That Made Trail Life Better

Smith Roll-Off's:

No other product has so dramatically improved our vision during the decade. Rain, mist, mud and roost are not nearly as troublesome as they were 10 years ago. Roll-Off's give a rider the equivalent of 50 to 100 tear-offs, and all you have to do is pull the little string!

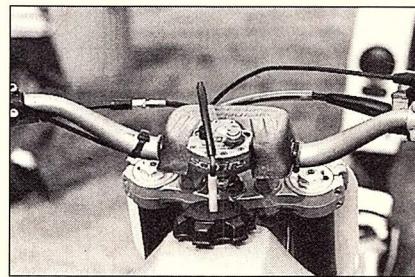


Gore-Tex:

It looks like lightweight canvas, but it is totally waterproof! Sweat can escape from the inside, though a hard-working rider sweats much faster than the membrane can pass it. Still, this material has revolutionized riding in poor weather conditions.

CO₂/Michelin Bib Mousse:

These products changed the outlook on the flat-tire problem. CO₂ cartridges are for the budget competitor. They allow any rider to repair a flat on the trail, anytime. The repair-and-inflation kit fits into even the tiniest pockets. Michelin's Bib Mousse is a foam-rubber insert that fits inside a tire. Now anyone who can afford Mousses and learn how to change them can floor it through the nastiest terrain without ever worrying about a flat!



Jart chart:

The computer-printed Jart enduro route sheet is still the best value going in enduro warfare. For under 10 bucks you get complete, error-free, readable enduro information. Say good-bye to Magic Markers and adding-machine tape.

Water systems:

When water systems first appeared, cool riders wouldn't be caught dead with a water bottle and a hose on their shoulder pads, but now we see even fast riders with water systems. Being able to stay hydrated and keep your mouth wet makes a big difference in any type of off-road situation.

Enduro instruments:

We started the decade with a clock and a roll chart; now you can have speakers in your helmet that tell you the time and correct mileage. You don't have to look at anything but the odometer! The credit goes to ICO's programmable enduro computer for starting everything, though.

Offroad fanny packs:

Ralph Hines, Kevin Hines's brother, made the first popular fanny pack that folded flat and had individual tool compartments. It ended forever the feeling of tools bouncing around in your butt bag. Hines's company, Offroad, is no longer in business, but virtually everybody in the industry has copied the design.

O-ring chain:

Eastern guys have used them for over a decade for superior chain and sprocket life with fewer chain adjustments. But now no self-respecting off-road bike anywhere in the country would be caught without one.

Hand guards:

Pinkies got the royal treatment in this decade. ICO's Bark Busters ended up the most-copied product of the decade, and Acerbis made plastic hand guards a true bolt-on proposition. Let's give them a hand—both of them.

Steering dampers:

Over the decade bikes have begun to steer quicker. Steering dampers have made going fast in open terrain fun again. The Unic steering damper now sold by Scotts Performance Products was one of the first, is still the most expensive and is used by the most top riders. Virtually every fast guy in the desert and SCORE events runs some type of damper, and more riders are starting to use them in the woods all the time.



MS RACINGPro Comp Pants
MSR2 Jersey
Kevlar GlovesONLY
\$109.99**SINISALO**Jet Pants
Sport Jersey
Sport Gloves**\$109.99****BELL**

Moto 5

\$159.99

Moto 4

\$139.99**HELMETS**Shoei VFX White
Arai MXR White
Arai MX Pro
Lazer MX4
Griffin GX707**SALE**\$239.99
179.99
169.99
89.99
69.99**MX GLOVES**Sinisalo Air
Sinisalo Sport
JT Kevlar
JT Half Breed 2
MSR Kevlar
AXO Series 21**SALE**\$36.99
28.99
34.99
26.99
25.99
\$\$\$\$**MX BOOTS**AXO RC2
AXO RC Kevlar
AXO Youth
Alpine Pro GP
Alpine Youth
Sidi Top Action
Sidi Adult
Sidi Youth
O'Neal Geo
Used/Blems**SALE**\$\$\$\$
\$\$\$\$
\$\$\$\$
\$189.99
109.99
198.99
109.99
79.99
129.99
\$60 & Up**MX PANTS**Sinisalo SCDII
Sinisalo SCD
Sinisalo SSO
Sinisalo Jet
J&T Power
J&T Power 91
AXO SR 131, 125, 100
AXO Mission Control
AXO HRC/YZR
MSR 2 Pro Comp
Answer Pro Form
Closeouts & Blems**SALE**\$119.99
79.99
129.99
69.99
74.99
59.99
\$\$\$\$
\$\$\$\$
\$\$\$\$
69.99
79.99
\$45 & up**CHEST PROTECTORS**Answer ACIII Full
Answer ACIII
Thor After Shock
Thor Youth
Roost Adult
Roost Youth
O'Neal SDS
Sinisalo Youth
AXO Pentagon**SALE**\$55.99
36.99
\$\$\$\$
\$\$\$\$
89.99
79.99
89.99
39.99
\$\$\$\$**TIRES**Dunlop K490 140x18 \$38.99
Dunlop K490 130x18 35.99
Metzeler MXR 140x18 36.99
Cheng Shin C755 530x18 28.99
Cheng Shin C755 460x18 26.99
Cheng Shin C755 410x14 18.99
Bridgestone M52 110x19 29.99
Bridgestone M52 100x19 29.99**SALE**

All Models \$16.99

TWIN AIR FILTERS**SALE**

\$16.99

MORE GOOD STUFFUni Air Filters \$19.99
EBC Brakes \$18 & up
EBC Clutches 34 & up
Scott Model 89 18.99
Scott Model 83 16.99
Scott Grips 4.99
Oury Grips 3.99
O'Neal Bars 21.99
Alloy Bike Stand 45.99
Pit Boards 24.99Sprockets \$39.99
Two Sprockets & RK Chain \$79.99
Handle Bars \$48.99**ROCKET SPROCKETS**REG. \$59.99 **\$38.99**Two Sprockets & RK Chain **\$65.99**REG. \$48 **\$29.99****Kawasaki**

	PISTON	CYLINDER	CLUTCH
KX60	\$13.99	\$135.99	\$4.99
KX80	22.99	135.99	4.99
KX125	29.99	165.99	5.99
KX250	37.99	275.99	6.59
KX500	46.99	279.99	6.59
KDX200	34.99	189.99	5.99

GENUINE PARTS**YAMAHA**

PISTON	CLUTCH
YZ125	19.99
YZ250	22.99
YZ490	38.99
WR200	19.99
WR250	22.99

AD NO. 102

800-829-4313 2020 Main St., Brockton, MA 02401 **Fax (508) 583-5529**

FULL SERVICE KAWASAKI & YAMAHA DEALER OEM PARTS AVAILABLE



RIDERS OF THE DECADE

Off-road Heroes and Moto Bad Boys

We all sat down to brainstorm and select who we consider the decade's best riders, but the meeting soon dissolved into fistcuffs and insults. We called a few of the lions (liars?) in the industry to get their picks, and all we got was more disagreement. So we decided that everyone was entitled to their own opinions, and here they are.

OFF-ROAD TOP 10

Dave Bertram:

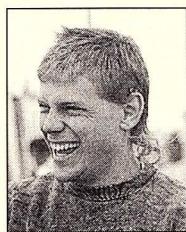
1. Larry Roeseler (What an old fart!)
2. Randy Hawkins (Three National enduro titles, four ISDE golds)
3. Terry Cunningham (One National enduro title, good at all types of off-roading)
4. Dan Smith (Mr. Desert)
5. Mark Hyde (Five-time Blackwater winner)
6. Danny LaPorte (Great Baja and rally racer)
7. Kurt Hough (Many-time reliability enduro champ)
8. Ed Lojak (Many-time GNCC champ & ISDE medalist)
9. Kevin Hines (National enduro champ, many ISDE medals)
10. Mike Melton (Short career but National enduro champ and many wins)

Mark Kariya:

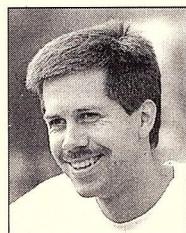
1. Larry Roeseler (Most versatile/longest career)
2. Jeff Fredette (KDXs for 10 years!)
3. Kevin Hines (Nothing's too tough for him)
4. Drew Smith (Not a quitter)
5. Fritz Kadlec (So fast when he wanted to be)
6. Terry Cunningham (Southern



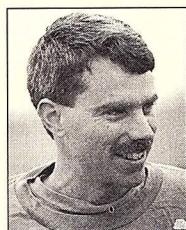
Larry Roeseler



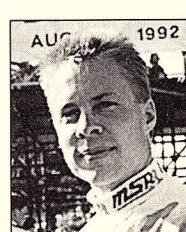
Kurt Hough



Randy Hawkins



Jeff Fredette



Kevin Hines

Ohio's best)

7. Scott Summers (He does things with a four-stroke that nobody should)
8. Randy Hawkins (Call him Mr. Enduro)
9. Dick Burleson (Over 40 and still fast!)
10. Malcolm Smith (Over 50 and still fast!)

Dick Burleson:

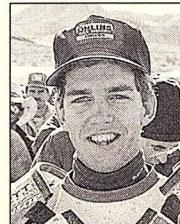
1. Larry Roeseler (Baja, ISDE, enduros, GP)
2. Scott Summers (Hare scrambles, brought four-strokes to life)
3. Dan Smith (Totally dominated desert)
4. Kevin Hines (Enduros, ISDE, Baja)
5. Terry Cunningham (Enduros, ISDE)
6. Randy Hawkins (Enduros—new young breed)
7. Jeff Fredette (Enduros, ISDE, ice racing)
8. Ed Lojak (Hare scrambles, ISDE, "a classic")
9. Mark Hyde (Multi-Blackwater, enduros, ISDE)
10. Dave Bertram (Always strong—beat the big "C")

MOTO-CROSSERS OF THE DECADE

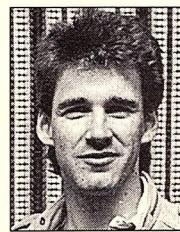
(in no particular order)

Ken Faught:

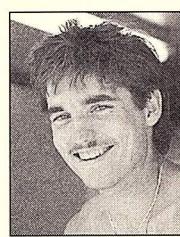
Rick Johnson
David Bailey
Jeff Stanton
Ron Lechien
Jeff Ward
Johnny O'Mara
Bob Hannah
Broc Glover



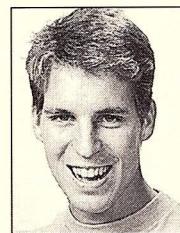
Dan Smith



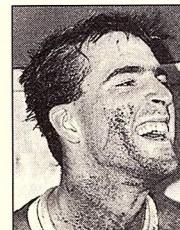
Drew Smith



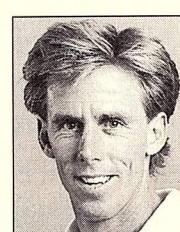
Jeff Russell



Rick Johnson



Jeff Stanton

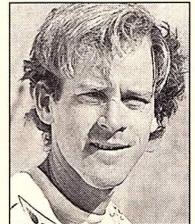


Bob Hannah

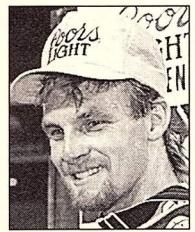
Jean-Michel Bayle
Damon Bradshaw

Tom Webb:

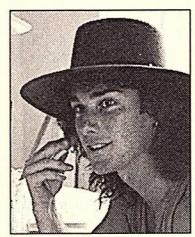
David Bailey
Rick Johnson
Jeff Stanton
Jeff Ward
Bob Hannah
Damon Bradshaw
Jean-Michel Bayle
Guy Cooper
Donny Schmit
Trampas Parker



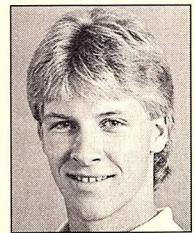
Johnny O'Mara



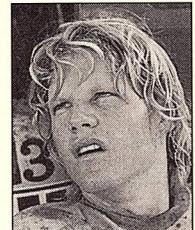
Damon Bradshaw



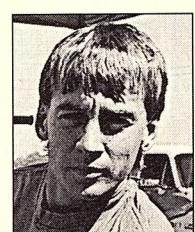
Micky Dymond



Donny Schmit



Broc Glover



Guy Cooper

The Hottest Gear!

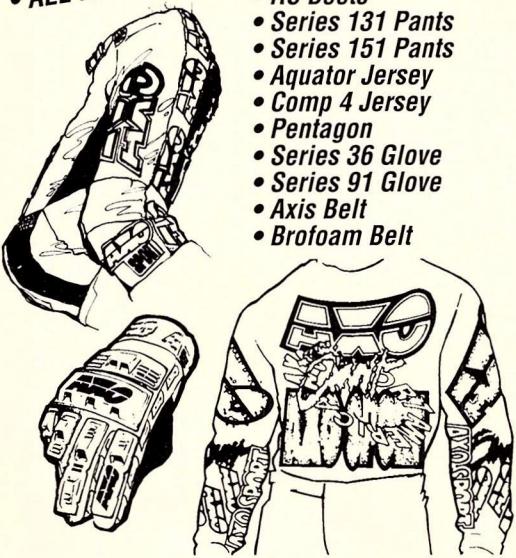
IN STOCK AND READY TO SHIP!

CALL TOLL FREE!

1-800-927-1855

Information line: 1-805-947-3335 • Sorry no catalog.

- WE HAVE COMPLETE AXO INVENTORY!
- ALL NEW 1992 AXO PRODUCTS IN STOCK!



- RC Boots
- Series 131 Pants
- Series 151 Pants
- Aquator Jersey
- Comp 4 Jersey
- Pentagon
- Series 36 Glove
- Series 91 Glove
- Axis Belt
- Brofoam Belt

ANSWER

AK-7 Pants	\$161.99
AK-7 Jersey	\$44.99
Elite Pants	\$152.99
Elite Jersey	\$35.99
Sport Pants	\$89.99
Sport Jersey	\$22.99
Proform Belt	\$38.99
AK-7 Glove	\$33.99
A-4 Glove	\$28.99
Gaerne Boots	\$215.99
Pro-Tek Protector	\$116.99

SINISALO

SCD II Pants	\$129.99
SSO Pants	\$149.99
SSO "Scatter" Pants	\$159.99
Sport Jersey	\$23.99
Ward Jersey	\$29.99
SCD Air Glove	\$36.99
Sport Glove	\$28.99
Flexguard Belt	\$34.99
SCD Belt	\$34.99
Elbow Guards	\$29.99

BOOTS

Alpinestars Tech I (Kids)	\$139.99
Alpinestars Tech III	\$199.99
Alpinestars Tech VII	\$249.99
Alpinestars Victory II	\$219.99
JT Concept	\$189.99
Sidi Top Action	\$199.99
Sidi Off-Road	\$179.99
Gaerne SX-PRO	\$189.99
O'Neal Geo III	\$179.99
O'Neal Pro-Lite	\$129.99
Bieffe MX-1	\$149.99
Bieffe Team	\$199.99
USA Boot	\$89.99
Hi Point	\$209.99

HELMETS

SHOEI	
VFX Solid	\$227.99
VFX Multi	\$339.99
VX-5 Solid	\$189.99
VX-5 Multi	\$219.99
FX-1	\$129.99
FX-2	\$149.99
VT-J (Kids)	\$119.99
BELL	
Moto V	\$249.99
Moto VI	\$259.99
Answer Tech VI	\$239.99
ARAI	
MXE Solid	\$209.99

CHEST PROTECTORS

Acerbis Zoom	\$99.99
Acerbis Zoom (Kids)	\$89.99
Answer Pro-Tek	\$116.99
HRP Clear	\$109.99
HRP Mini	\$79.99
JT V-2000	\$109.99
Thor Aftershock	\$99.99
Thor/APS	CALL
O'Neal Rok II	\$39.99
O'Neal Rok II Mini	\$34.99
O'Neal Rok Blok	\$94.99
O'Neal Mini Racer	\$64.99
O'Neal S.D.S.	\$94.99

Performance Parts!

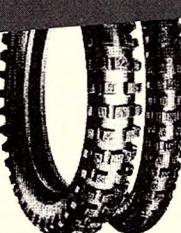
PIPES • PRO-CIRCUIT • FMF • DG
CHAINS & SPROCKETS • RENTHALL • AFAM • RADIALITE
 • SIDEWINDER • RK • TSUBAKI • DID • EK • REGINA
BARS • PRO-TAPERS • ALUMILITE • ALUMILITE 2000
 • ANSWER STEEL • RENTHAL • AFAM • ARROW

DMS
 DESERT MOTOSPORTS

TIRES

CALL FOR
BEST PRICES
ON TIRES!

IRC
DUNLOP



BRIDGESTONE
METZELER

Business Hours: 7:00 A.M.-8:00 P.M. Mon. thru Fri. 9:00 A.M.- 6:00 P.M. Sat & Sun. PST.

All major credit cards accepted. Ask about overnight shipping and package prices.

Prices may vary. Subject to availability. FAX NUMBER: 1-805-274-2281

38417 20th Street East, Palmdale, California 93550

LARRY ROESELER:

OFF-ROAD RACER OF THE DECADE



LR credits much of his off-road success to his ability on a motocross track. A former local pro, he's right at home even at a place like Daytona's amateur supercross in '89. Roeseler feels that MX cornering and jumping translate directly to enhanced enduro/off-road skills.

You name it, he's done it—and won it. In the 10 years between 1982 and 1992, Larry Roeseler has raced in a greater variety of events—winning practically every type—than anyone else who comes to mind. LR gets our vote as the versatile virtuoso of off-highway motorcycle competition, and few would argue against nominating him the off-road racer of the past two decades as well. National enduros, hare and hounds, hare scrambles, Baja, grand prix—about the only thing he doesn't ride is observed trials, and though he doesn't race local pro motocross anymore, he still holds his own practicing at any jump-filled track against all but those who frequent Nationals.

Yet being Mr. Do-it-all has worked against him in one way: You'd as-

sume he's won a zillion National championships over the years. He hasn't. As a result of skipping around from series to series, he won his first National championship only last year—becoming the '91 AMA National Reliability Trials Champion—after coming from behind in the last race of the series. The only series he's really concentrated on has been the AMA National Hare & Hound Series, ending up third in overall points on his KX250 last year.

Though he began his career racing in the desert, it wasn't long before he began racing in—and winning—other types of off-road events, including the ISDT/E, where he has earned the honor of fastest American three times. (In fact, several years ago he lamented, "I hate it when people call me a desert racer. I mean, I used to



be, but I ride everything now.") No American has earned gold medals at Six Days in as wide a range of displacement classes, either: from an 80 in '89 to the big four-strokes in '86. (The only classes he hasn't raced are the 125s and 350cc Four-strokes—the 350s only because they are such a recent addition.)

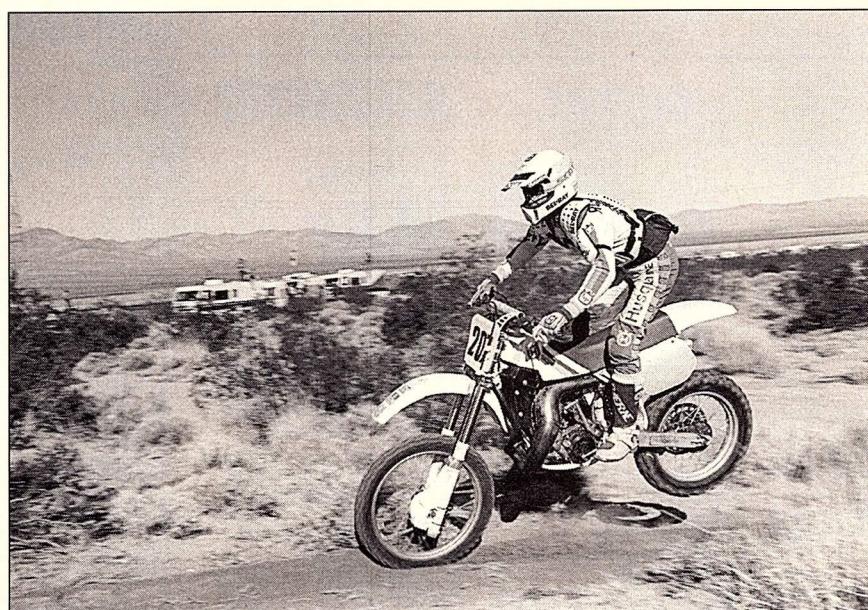
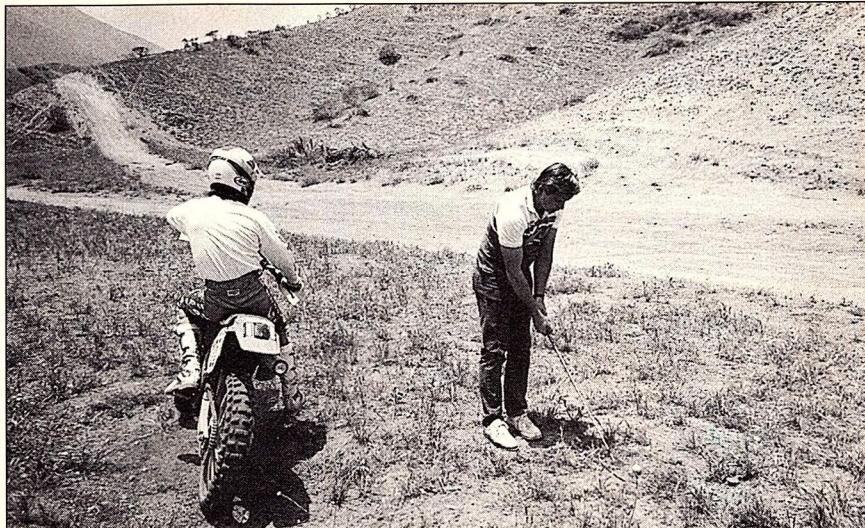
During LR's career he has also ridden for several different manufacturers. His first sponsored ride was on a Harley 125 Baja; the Harley ride led to Husqvarna sponsorship, which was followed by Yamaha, then back to Husky and lastly to Kawasaki in '88.

Roeseler is at a loss to explain how

Team Green's Mark Johnson recruited Roeseler in '87 and will probably make sure LR rides Kawasakis for the rest of his career. Besides riding, both love to get in a little golf whenever possible.

he's stuck with it and remained at such a high level of performance for so long: "I've often been asked that question, and I don't really know what [the reason is]. I love to ride motorcycles! During the week, the times that I can go out with my buddies and just ride and have fun, that's what it's all about to me; that's what the sport means to me. [But] when it's time to go racing, I put on a different hat.

"There's a lot of good people in the sport; there's a lot of self-satisfaction. I just feel really lucky. I know there's



Desert racing is where he got his start, but LR hates to be pigeonholed as a desert rat. Nonetheless, he's won more than his share of desert/Baja races throughout the decade. Here he's on a Husky en route to winning the 250s at the '85 Whiskey Pete's World Championship Hare & Hound in Stateline, Nevada.

a lot of people out there who wish they could [ride for a living]. It's not all it's blown up to be, but there are definitely good moments.

"It's been a lot of dedication. It's something I've talked about...trying to figure out how many times I've ridden around the world on a motorcycle, mileagewise. I've been riding all my life; it's a part of my life, and I'm always gonna ride bikes."

Former Husky teammate Scot Harden talked about LR in an interview in our May 1983 issue: "There are a lot of fast guys out there who can turn good times for a couple of races, but when you look at year in

and year out, nobody can catch Larry. Nobody has the longevity that Larry has, and that only comes from 10 years of doing this.

"I used to wonder if he ever had bad days out there. He does, but I've found out that he never gets down mentally. When something goes wrong on a trail, he thinks. He doesn't get mad or upset; he just thinks.

"You don't get to be an off-road racer for 10 years and win the races he's won without being intelligent." And remember, that was in '83. Larry Roeseler's off-road motorcycle racing career may be closer to winding down than it was 10 years ago, but he still remains a threat to win any race he starts. With credentials like this, Larry Roeseler is our unanimous choice for off-road racer of the decade.

DR



The '89 ISDE in Germany saw Roeseler earn a gold with his third-place ride in the 80cc class—not bad considering he'd suffered a broken neck earlier in the year. (His best Six Days place in class came in '85 when he was runner-up in the big four-strokes.)

Motorcycle Accessory Warehouse

PENNSYLVANIA COLORADO NEVADA 1-800-241-2222

925 E. FILLMORE ST., COLORADO SPRINGS, CO 80907 • 3 WAREHOUSES TO BETTER SERVE YOU CUSTOMER SERVICE 8-5 M-F

UPS NEXT DAY & 2ND DAY
SHIPPING AVAILABLE ON
PRE-PAID ORDERS

OPEN 24 HRS    COD 1-719-520-9000

BELL



MOTO 5

MOTO 5 '92 229.95
MOTO 6 279.95
ANSWER TEK 6 265.95

We have all the Bell street & dirt helmets available!

Arai

MX/a
STANTON

MX/r SOLID COLOR \$214.95
MX/r FACTORY COLOR 219.95
MX/r SPLASH COLOR 219.95
MX/e SOLID COLOR 209.95
MX/e EURO COLOR 240.95
MX/e FACTORY COLOR 246.95
MX/a SOLID COLOR 187.95
MX/a SPLASH COLOR 224.95
MX/a STANTON COLOR 235.95
MX PRO SOLID COLOR 169.95
MX PRO TEAM COLOR 194.95
MX PRO DAYGLOW 209.95

Call us for hard to get Arai models

SHOEI



VFX

VX-5V SOLID COLOR \$178.95
VX-5V TEAM COLOR 198.95
MODEL VFX 228.95
VFX MULTI COLOR 293.95
MODEL FX-1 126.95

We specialize in Shoei. We have all models currently available.

BIEFFE



BX-6

BX-6 Snell Approved \$97.95
BX-6 TEAM COLOR 107.95
MODEL 2800MX 49.95
HI-TECH SOLID 164.95
HI-TECH MULTI 179.95
We have a large stock of Bieffe helmets. Call for listing.

PICK YOUR OWN PACKAGE!

HELMETS • BOOTS • PANTS • JERSEYS

GLOVES • KIDNEY BELTS

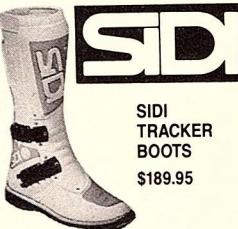
Buy Any 3 Items & SAVE an Extra 3%

Buy Any 4 Items & SAVE an Extra 4%

Buy Any 5 Items & SAVE an Extra 5%

LIMITED TIME OFFER

Discount applies to items listed above that are currently available



SIDI
TRACKER
BOOTS
\$189.95

SINISALO

SCD II PANTS \$127.95
SSO PANTS 149.95
SPORT GLOVES 28.95
AIR GLOVES 38.95
SPORT JERSEY 33.95
WARD REPLICA JERSEY 29.95
SCD BELT 34.95
ELBOW PADS 29.95
XL GEAR BAG 44.95

Call for all Sinisalo products

ANSWER

TEK-6
HELMET

S-II EQUALIZER

TEK-6 HELMET \$265.95
ROOST BOOST PLUS 62.95
S/A PRO SILENCER/ARR. 89.95
S-II EQUALIZER 71.95
LEGALIZER ARRESTOR 44.95
SNEAKER SILEN/ARR. 125.95
V.F. SILENCER 89.95
ALUMILITE BARS 62.95
PRO-TAPER BARS 89.95

Plus hardware

AK-7 PANTS 161.95
TEAM SPORT PANTS 98.95
PROFORM PANTS 134.95
ELITE LTD PANTS 152.95
SPORT PANTS 89.95

AC-III CHEST PROTECT. 107.95
PRO-TEK CH.PROTECT. 116.95
PRO-TEK LITE PROTECT. 80.95
AK-7 GLOVES 33.95

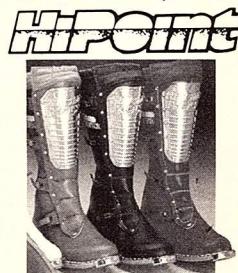
E-1 GLOVES 19.95
PRO GLOW A-2 GLOVES 31.95
PRO GLOW A-4 GLOVES 28.95
AK-7 JERSEY 44.95

PRO LINE II JERSEY 44.95
COTTON WORLD JERSEY 22.95
ELITE JERSEY 35.95
PRO GLOW II JERSEY 34.95

PRO FORM BELT 38.95
AC-III BELT 36.95
YOUTH SPORT PANTS 89.95
YOUTH SPORT JERSEY 17.95
YOUTH SPORT BOOTS 116.95

YOUTH E-1 GLOVES 19.95
YOUTH AC-III KNDY. BELT 36.95
MOTO AIR FILTERS from 22.95
RADIALITE SPROCKETS

REAR most 53.95
FRONT most 20.95
We specialize in Answer products
—call us first!



PRO GP BOOTS \$238.95
HP CHEST PROTECTOR 107.95

JT USA

V-1000 CHEST PROTECT. \$76.95
V-2000 CHEST PROTECT. 94.95
V-3000 CHEST PROTECT. 87.95
CONCEPT PANTS 133.95
CLASSIC PANTS 128.95
POWER PANTS 94.95
FACTORY RIDER PANTS 144.95
CONCEPT SUPERX JRSY. 27.95

CONCEPT PRO
TOUR JERSEY 40.95
SUPER CROSS JERSEY 26.95
PROTOUR JERSEY 39.95
PROTOUR GLOVES 40.95

HALF BREED II GLOVES 27.95
HALF BREED GLOVES 21.95
JT CONCEPT BOOTS 184.95
DOUBLE ACTION

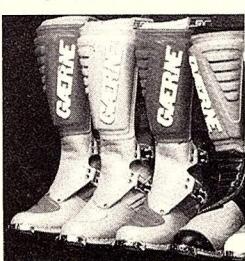
KIDNEY BELT 31.95
FAN KIDNEY BELT 25.95
K-8 2nd GEAR BAG 24.95
K-9 4th GEAR BAG 50.95

Call us for your J T product needs

Griffin

MODEL GX-707 \$69.95
YOUTH G-375 Adjustable 58.95
OPEN FACE HELMET 32.95

GAERNE



SX PRO BOOTS \$215.95

JUMBO 76.95 LARGE 53.95
ALUMINUM WORK STAND 45.95

Call for all O'Neal products

BOOTS

GLOVES

BELTS

APPAREL

PROTECTORS

BAGS

**K-139 MOTO CROSS**

300x21 Front \$48.95

K-490IT—Medium Terrain

410x14 26.95

90/100x16 25.95

120/80x18 35.95

130/80x18 37.95

140/80x18 40.95

300x12 Front 19.95

250x14 Front 16.95

70/100x17 Front 25.95

240/80x19 Front 24.95

80X100x21 (300) Front 47.95

K-595—Hard Terrain

90/100x14 \$29.95

100/100x18 47.95

110/100x18 50.95

120/100x18 55.95

100/90x19 51.95

110/90x19 55.95

K-695IT—Intermediate Terrain

80/100x12 \$19.95

90x100x14 26.95

100/100x18 49.95

110/100x18 53.95

120/100x18 57.95

100/90x19 53.95

110/90x19 57.95

120/90x19 61.95

K-695 AT—Hard Terrain

100/100x18 \$51.95

110/100x18 55.95

120/100x18 59.95

K-990 ST—Soft Terrain

90/100x14 \$24.95

90/100x16 26.95

100/100x18 35.95

110/100x18 37.95

120/100x18 41.95

100/90x19 48.95

110/90x19 55.95

70/100x17 Front 23.95

70/100x19 Front 24.95

80/100x21 Front 48.95

D-750—Soft Terrain

100/100x18 \$49.95

110/100x18 53.95

120/100x18 57.95

100/90x19 53.95

110/90x19 57.95

120/90x19 61.95

80/100x21 Front 48.95

We carry all **ATV**, **dirt** & **street**

Dunlop tires

C-755 Metzeler MX Copy

410x14 \$19.95

460x17 25.95

530x17 33.95

410x18 21.95

460x18 28.95

530x18 33.95

300x21 Front 19.95

325/350x21 Front 22.95

C-760 Metzeler Multi-X Copy

560x17 \$35.95

560x18 35.95

325x21 Front 21.95

C-183D/703 DEVASTOR

385x14 \$19.95

500x17 C-703 32.95

360x18 22.95

410x18 24.95

460x18 30.95

500x18 C-703 31.95

530x18 C-703 37.95

300x21 Front 19.95

300x23 Front 22.95

C-761 BERM MASTER

110/80x14 \$18.95

130/80x17 28.95

120/80x18 25.95

130/80x18 28.95

140/80x18 31.95

150/80x18 41.95

80/80x17 C-762 Front 11.95

100/80x21 C-762 Front 19.95

**METZELER MOTO CROSS**

400x18 \$54.95

450x18 51.95

450x18 5-Ply 69.95

300x21 Front 46.95

300x21 Front 5-Ply 66.95

325x21 50.95

MULTI-CROSS

410x14 \$34.95

450x17 56.95

510x17 60.95

410x18 56.95

450x18 60.95

MXR—Soft-Cross

110/90x18 (410) \$58.95

120/90x18 (450) 61.95

120/80x19 (450) 63.95

130/80x19 (500) 67.95

90/90x21 Front 64.95

MXR—All-Cross

110/90x18 (410) \$62.95

120/90x18 (450) 65.95

120/80x19 (450) 67.95

130/80x19 (500) 70.95

90/90x21 Front 64.95

GP110—Dual Purpose

510Sx17 43.95

410Sx18 36.95

130/80S18 45.95

510Sx18 47.95

300 S21 28.95

We carry all Metzeler dirt and street tires!

Bridgestone tires

M22/23—Med./Hard Terrain

410x14 \$23.95

300x16 24.95

510x17 44.95

400x18 46.95

510x18 42.95

510x19 53.95

100/90x19 53.95

110/90x19 61.95

275x17 Front 23.95

250x19 Front 26.95

80/100x21 Front 36.95

300x21 Front 35.95

M39/40—Soft Terrain

90/100x14 \$30.95

100/100x18 (400) 50.95

110/100x18 (410) 52.95

100/90x19 (400) 56.95

110/90x19 (450) 63.95

120/90x19 (500) 65.95

70/100x17 Front 25.95

80/100x21 Front 35.95

300/325x21 Front 37.95

M-58—Intermediate Terrain

100/100x18 (400) \$51.95

110/100x18 (410) 64.95

100/90x19 (400) 55.95

110/90x19 (410) 62.95

M61/62—Medium Terrain

100/100x18 (400) \$50.95

110/100x18 (400) 53.95

100/90x19 (400) 54.95

110/90x19 (410) 58.95

80/100x21 Front 35.95

We carry the complete line of Bridgestone tires!

Yokohama tires

520—Soft/Medium Terrain

90/100x14 \$29.95

70/100x17 29.95

110/100x18 51.95

120/100x18 54.95

80/100x21 Front 39.95

521—Medium/Hard Terrain

100/100x18 49.95

110/100x18 51.95

100/90x19 51.95

120/90x19 56.95

80/80x17 C-762 Front 11.95

100/80x21 C-762 Front 19.95

**M5B—Soft Terrain**

110/80x14 \$30.95

120/80x18 39.95

130/80x18 47.95

140/80x18 49.95

100/90x19 48.95

110/90x19 53.95

INTERMEDIATE

300x12 MOAR \$16.95

300x14 MTC 17.95

360x14 45Z 19.95

90/100x14 M8C 30.95

410x14 M2A 26.95

410x18 MOAR 36.95

100/100x18 M8C 50.95

110/100x18 M8C 55.95

250x16 45Z Front 19.95

70/100x17 M2E Front 27.95

80/80x17 M2E Front 23.95

80/100x21 M2E Front 45.95

90x90x21 M2E Front 28.95

100/80x21 M2E Front 29.95

GP110—Dual Purpose

510Sx17 43.95

410Sx18 36.95

130/80S18 45.95

510Sx18 47.95

300 S21 28.95

Prices for standard lengths. Longer lengths may be higher.

All **RK** chain models and sizes are available.**520 HEAVY DUTY**

\$33.95

520 O-RING 42.95

530 O-RING 34.95

530 GRO GOLD 58.95

530 HEAVY DUTY 87.95

630 O-RING 49.95

630 GRO GOLD 65.95

630 HEAVY DUTY 119.95

Prices for chains up to 100 links.

Longer chain lengths may be higher.

All **RK** chain models and sizes are available.**CEET**

SEAT COVERS

from \$21.95

REPLACEMENT FOAM

from \$27.95

**MODEL MX-4**

\$93.95

ALPINE STAR

TECH 3 \$163.95

TECH 4 191.95

TECH 4 WILD 196.95

TECH 7 212.95

SLIBAKI

520 QR. HEAVY DTY. \$27.95

520-O RING 57.95

530 HQR. HVY. DTY. 57.95

530 O-RING 69.95

630 HSL HVY.DTY. 48.95

630 O-RING 69.95

Prices are for standard lengths. Longer lengths may be higher.

Tsubaki has all size chains. We carry the complete line.

TYPE II MX PIPE from \$87.95**XTREME EXHAUST** from \$119.95**AFTER BURNER** from \$140.95**TYPE II OVAL SILENCER** 46.95**GOGGLES**

QUICKSTRAP \$10.95

SCOTT 83 12.95

SCOTT 87R 19.95

SCOTT 89R 19.95

SCOTT 90 19.95

SCOTT 109 19.95

SCOTT 199 20.95

SCOTT E.F.S. 47.95

SCOTT SMX 19.95

SCOTT w/ROLL-OFFS 44.95

SMITH CMX 19.95

SMITH CMX w/ROLL-OFFS 44.95

SMITH ROLL-OFFS ONLY 27.95

EBC BRAKES

DISC BRAKE PADS from \$12.95

We also carry . . .

RENTHAL BARS**ANCRA TIE DOWNS****BEL RAY OIL****T/R RACING PRODUCTS****PIRELLI TIRES****ORIGINAL BARK BUSTERS**

Please call for items

not listed in our ad

— Thanks!

PRICES ARE SUBJECT TO

CHANGE, SHIPPING AND

HANDLING CHARGES ARE

ADDITIONAL. FOREIGN

CATALOG REQUESTS

SEND \$4.00. FAX ORDERS

WELCOME—(719) 520-1894.

24 HOURS!

R

TIRES**PIPES****FENDERS****SPROCKETS****HELMETS****PISTONS****GOGGLES**</div

JEFF WARD:

MOTOCROSSER OF THE DECADE



PHOTO: MARK KARIYA

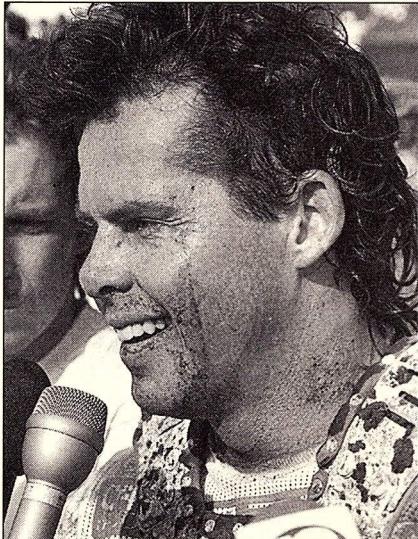


PHOTO: PAUL BUCKLEY



PHOTO: FRAN KUHN

ABOVE: The last few years have not been all Jeff Ward could have hoped for, but he remained competitive until his retirement at the end of the 1992 season. Here he shows off during the 1990 Las Vegas SX. INSET: Wardy is all business both on and off the track. He's one of the most serious competitors the sport has ever produced.

TOP RIGHT: One of the only things that brings a smile to Ward's face is victory. Even with a face full of mud, he always cracks a smile when he receives the checkered flag first.

RIGHT: Twice a supercross champion, Ward won at least one supercross a year from 1984 to 1991 for a total of 20 stadium victories. Here he airs out at the Seattle Kingdome in '88.

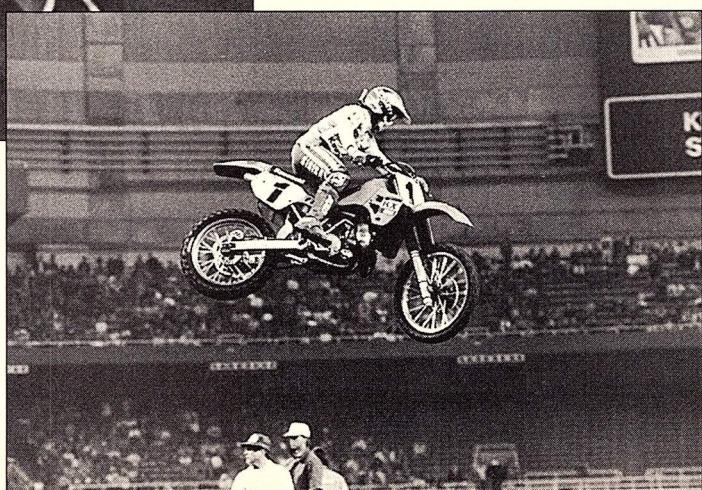


PHOTO: FRAN KUHN

The *Dirt Rider* decade has been filled with incredible riders who dominated for a few years, but only Jeff Ward has added longevity to his more than considerable talent. He has won over 50 Nationals, has been a member of the winning Motocross des Nations team a half-dozen times and is the only rider ever to win titles in every class of American motocross.

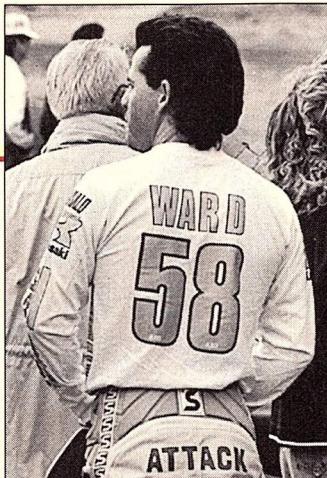
Ward has been racing since age four, a factory Kawasaki rider since 1979 and a National winner since 1982. A 125cc National title was his first, and supercross, 250 and 500cc titles followed. If his Kawasakis had been up to his riding level for the entire decade, or if his ankles had been sturdier, even more of his wins and titles would be logged in the record books.

He has captured the hearts of fans



PHOTO: JOE BONNELL

Because of his height, Ward occasionally used this small step at the start.



Don't let the number 58 on his back fool you one bit. In the last 10 years Ward hasn't had an AMA number out of the top 10. This number was for CMC's Golden State Nationals.



worldwide with his restrained, businesslike style. That same style always made him seem like an underdog—even when he was the dominant force. Our favorite Ward story? Early in his career—when he was still considered a 125cc specialist—Ward qualified fastest at the 500cc U.S. GP at Carlsbad but

swapped out while leading and hit his chest on a snow fence pole. He could have pouted in the pits like

a prima donna, but he leaned the bike against the fence, watched the moto and chatted with cooler-toting fans until one offered him a cold beer. What the heck; it was the second moto, and his race day was over. He spent the rest of the moto sans jersey, beer in hand, hangin' with the hill people.

Ward's never been flashy—our archives only produced a couple of radical photos from all his years of racing—but he's gotten the job done, and that, more than anything else, earns him his place as *Dirt Rider's* motocrosser of the decade. **DR**

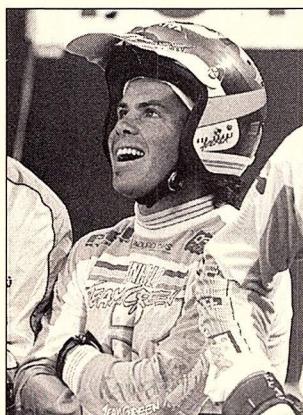


PHOTO: PAUL BUCKLEY

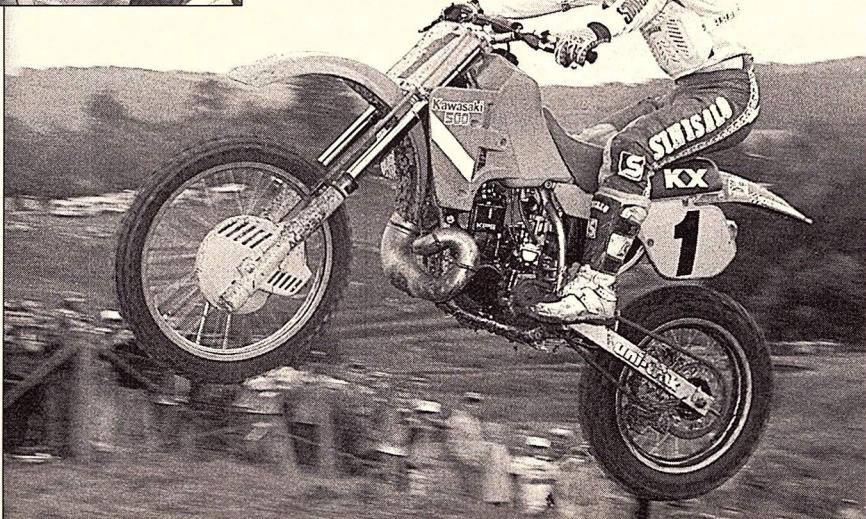


PHOTO: JOHN ALVAREZ

TOP: Ward was one of the toughest competitors at just about every race he entered. Here he battles Jean-Michel Bayle in 1989.

ABOVE: Jeff Ward has had one of the best MX careers imaginable, winning every American motocross championship at least once. Here he crests a hill at Unadilla during the 1987 Motocross des Nations aboard a KX500.

LEFT: Ward has stuck with Kawasaki for his entire professional career, from 1979 to 1992. If anything, he's been consistent. INSET: This is a rare photo of Wardy smiling before a supercross main event. Normally at this point he would be in deep concentration.

1983 Works Honda RC250NT3 vs. 1993 Production CR250

DECade of



It was only 10 years ago that works bikes were commonplace in the pits at AMA races. Now \$100,000 machines are a thing of the past, as extinct as most of the people who rode them. But one has to wonder how those bikes we once drooled over while peering

through pit fences would compare to today's production machinery. And even more important, has the sport gone backward with their absence?

At the opening round of the 1983 Wrangler Supercross Series there was a lot of talk floating around Anaheim Stadium. Some of the whispers were about a possible rider boycott to protest a water hole obstacle and some were about Bob "Hurricane" Hannah still riding a year-old Honda until the factory worked the bugs out of his new machine. But when the event was over, the only talk was about a young guy named David Bailey who scored his first career SX win on that Saturday night—a victory he later parlayed into a championship-winning season.

At the time Bailey and his Honda teammates (Johnny O'Mara, Danny "Magoo" Chandler and Hannah) were riding works bikes—hand-built, one-off machines that featured an array of exotic metals, high-tech electronics and specifications tailored to suit each specific rider. Those were the days when a rider could ask his mechanic to lengthen the swingarm by an inch, reshape the fuel tank and change the rake angle, and a week later it would be done. It was also a time when mechanics did a lot more than change parts; they were designers, fabricators and engineers—artists who used motorcycles as mechanical canvases, their own personal works of art.

But in 1986 the AMA introduced the production rule that was designed to make racing more affordable and tighten up the competition. However, since the rule's inception not one privateer

EVOLUTION

has won a supercross or a National championship. It has also taken the fun out of a casual stroll through the pits—a stroll that once invited countless onlookers to attempt to discover new gadgets in the manufacturers' technological war.

The rule has helped in certain instances. In 1991 privateers Doug Henry and John Dowd topped the 125 and 250cc classes, respectively, at Hangtown. And in 1987 Rick Ryan won the Daytona supercross without factory support. But for the most part winning is still dictated by factory teams, and the field of riders capable of winning seems to have shrunk even further.

The works bike has served a valuable purpose in history. Like today's race bikes, these machines were traditionally test beds for new innovations, many of which are still in use.

It is because of this extensive development that we now have dual hydraulic disc brakes, single-shock suspension, power valves that provide a longer, broader and more usable powerband and seat foam that goes all the way up the gas tank, which, by the way, also has a lower center of gravity.



STICKERS 50¢ each



CIRCLE THE STICKERS THAT YOU WANT..
SEND .50¢ FOR EACH ONE TO:
STICK-EM UP! DEPT. P.O. BOX 3111
LIVERMORE, CA. 94551

THE WORKS

The 1983 works 250s that Bailey and his teammates rode were almost identical to the machine Donnie Hansen used to win the 250cc National and supercross titles in 1982.

"It's the same bike, just turned around," said Honda MX Team Manager Dave Arnold at the time. Honda engineers redesigned the cases and moved the chain, sprockets and ignition to the left side of the machine, all in an effort to narrow the engine by a single inch. The move was significant because it marked Honda's last major engine change.

The 1983 machines were state-of-the-art in every respect. They had everything from handcrafted aluminum low-boy fuel tanks to the first 43mm Showa magnesium cartridge fork that would not be equaled until some five years later. Honda even used front and rear disc brakes for a short time, but persistent problems forced them to fall back to drums. And because the fuel tank's lowest point was below the carburetor (designed to reduce the center of gravity) the bike was fitted with a small fuel pump.

The works machines had hand-built radiators that followed the contour of the frame. Works bikes were also the birthplace of many guards, such as the one that protected the rear brake pedal and another that partially covered the countershaft sprocket.

To top it all off, virtually every nut

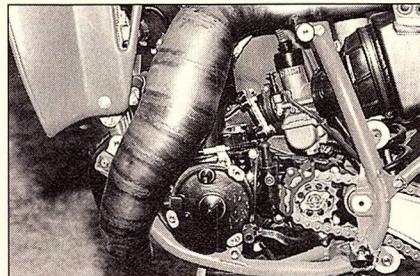
and bolt on the machine was made out of titanium and then reshaped from the traditional pattern to reduce weight even further. The entire effort reduced the overall weight so much that to keep within the AMA's minimum weight limit Honda engineers had to fabricate special plates to add weight under the engine cases.

"The weight we added varied from track to track," Hannah remembered. "It all depended on what tank, pipe, tires and suspension we were using at the time." And because of the various combinations, none of the bikes used by the 1983 team resembled one another in their makeup.

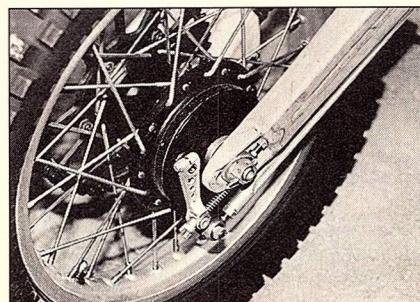
"They were all different," according to Hannah. "We were all using different things that would benefit our particular riding styles. We didn't have a supercross pipe or an outdoor pipe; we



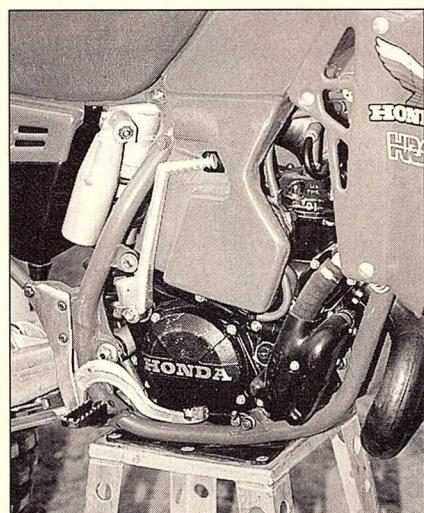
Bob Hannah on his '83 RC250; he calls it his favorite bike. The RCs were tirelessly changed to suit rider and track.



The hand-built pipes were works of art, as was nearly every item on works bikes of yesteryear.



In 1983 Team Honda experimented with disc brakes front and rear, but they ultimately went back to these drums. Take a look at the titanium axle bolt and brake arm.



The hand-built aluminum fuel tank was a work of art, especially since the kickstarter fit flush inside. Also notice the aluminum rear brake guard and the quick-detach clutch cover.



Nationwide
TOLL-FREE

Parts Dept.

1-800-442-DIRT
(1-800-442-3478) (Including
California)
Sorry - No Catalogs Available

• COD • M/C
• VISA • Discover • AmerEx

1420 3rd St., Suite 6
Riverside, CA 92507
(714) 781-5967
FAX (714) 781-8047

New
Hours

MON.-FRI. 8-5:30 SAT. 8-3



"KAWASAKI'S #1 DEALER, WEST REGION '92"

Manuals Now Available — ONLY \$4.00

(Includes exploded view of every section
and all parts on your KX or KDX motorcycle)

Genuine Kawasaki Parts

CYLINDERS

KX60 1985-92	\$164.95
KX80 1985-92	\$164.95
KX125 1985-92	\$209.95
KDX200 1984-92	\$219.95
KX250 1985-88	\$219.95
KX250 1989-92	\$329.95
KX500 1985-88	\$269.95
KX500 1989-92	\$324.95

PISTONS

KX60 1984-92	\$15.95
KX80 1985-89	\$17.95
KX80 1992	\$26.95
KX125 1985-88	\$28.95
KX125 1989-92	\$39.95
KDX200 1984-85	\$21.95
KDX200 1986	\$26.95
KDX200 1987-88	\$21.95
KDX200 1989	\$26.95
KDX200 1990-92	\$39.95
KX250 1985-89	\$32.95
KX250 1990-92	\$49.95
KX500 1985-87	\$39.95
KX500 1988-92	\$49.95

RINGS

KX60/80 1984-92	\$11.95
KX125 1985-92	\$13.95
KDX200 1984-92	\$16.95
KX250 1985-92	\$17.95
KX500 1985-87	\$9.95
KX500 1988-92	\$17.95

CLUTCH PLATES/FIBER

KX60/80/125 1984-92 (each)	\$ 6.80
KX250/500 84-92 (each)	\$ 7.60

All Other Motor Parts At Great Prices!

GENUINE KAWASAKI FENDERS

Front Fenders

KX80 1985 & Up	\$12.95
KX125/250/500 1986-92	\$23.95
KDX200 (All)	\$23.95

Rear Fenders

KX80 (85 & Up)	\$13.95
KX125/250/500 (All)	\$17.95
KDX200 (All)	\$29.95

All Other Body Parts At Great Prices Also!



Twin Air Filters

\$19.95
(w/Ultra Seal)

Brake Pads

\$18.95

GOGGLES

SCOTT

83S Youth	\$10.95
83 Adult	\$13.95
89 Adult Pro	\$18.95
89 Splatter Painted	\$20.95
109 Venturi	\$21.95
EFS System (New Style)	\$39.95
Smith Roll-Offs	\$29.95
Roko Quick Straps	\$12.95

HANDLEBARS

Answer Alumilite Bars	\$59.95
Answer ProTapper Bars	\$89.95
(plus mounting kit required)	
Renthal Bars	\$59.95
O'Neal Alum. Bars	\$49.95
O'Neal Carbon Steel Bars	\$19.95
(Free O'Neal Grip w/O'Neal Bars)	

LEVERS

O'Neal Pro Style Levers	\$21.95
Sunline Levers	\$16.95
O'Neal Stock Lever Sets	\$11.95

SCOTT GRIPS

Slim/Hurricane/MX2 (All) \$ 5.95

CEET PRODUCTS

STD Ceet Covers	\$27.95
Design Covers	\$37.95
Non-Slip Covers	\$46.95
Seat Foam	\$32.95
Kevlar Covers	\$49.95

105cc KITS

KX80 1989-92 \$275.95

★ ★ ★ NEW KEVLAR ★ ★ ★

EBC Redline Dirt Racer Clutch Kits

KX 60 (All)	\$39.95
KX80 85-87	\$49.95
KX80 88-92	\$64.95
KX125 86-92	\$84.95
KX250/500 (All)	\$99.95

(includes both friction & steel plates with springs)

BOYESEN REEDS

KX80 (All)	\$ 17.95
KX125 (All)	\$ 23.50
KX250/500 (All)	\$ 28.50
Rad Valves	\$134.95

SUNSTAR & RK CHAIN & SPROCKET KITS

KX60/80	\$46.95
KX125/250/500	\$67.95
KDX200	\$67.95
T7075-T6 Aluminum	
Sprockets	Add \$4.00

RK Standard Chain \$26.95
RK Heavy Duty Chain \$42.95
RK "O" Ring Chain \$49.95

FMF Gold Series Exhaust Pipes

KX80/125	\$154.95
KX250/500/KDX200	\$159.95
All Silencers	\$ 64.95
FMF Ram Valves	\$79.95

BARGAIN CORNER

KDX Fender Bags	\$24.95
(Genuine Kawasaki)	
Chain Roller Kits	\$13.95
Swing Arm Protectors	\$24.95
Factory Replica	
Fork Boots	\$23.95
Camel Back	
Canteen System	\$34.95

Prices subject to change without notice.

"If You Do Not See What You're Looking For or See a Lower Price, Give Us A Call!"

AD-#M9

had a lot of pipes that we could change. I even remember one year after practice when I took a hammer and smashed part of the pipe to give me smoother power delivery. I kept going back onto the track and hitting it over and over until I got the power to where I like it.

"We also had our own porting and some things in the transmission that were designed specifically for an individual rider."

1993 PRODUCTION

Although the '83 works machine may sound very impressive, and it still is in many ways, production machines have come a long way, as evidenced by the '93 version. For instance, the new machines come standard with disc brakes front and rear and an inverted fork (although the tubes still measure 43mm in diameter).

The tank is lower than original production models but not as low as it was on the '83 works bike because it would require a fuel pump that could create a maintenance nightmare and a drastic cost increase.

The '93 machine also has a removable subframe that, like the easy-access clutch cover, was borrowed from works-bike technology several

years ago. This makes it easier to work on the rear suspension and air-intake area.

And had it not been for a few eager designers who increased travel to nearly a foot (and in some cases a foot plus), we would not have the plush ride we have now.

The '93 is also much heavier than



Even the radiators were handcrafted. Notice how this one follows frame contours and how it is fastened with machined titanium bolts.

the works bikes due to the revised AMA rules. The 250cc class currently calls for a 216-pound minimum weight limit with which the bike complies—barely.

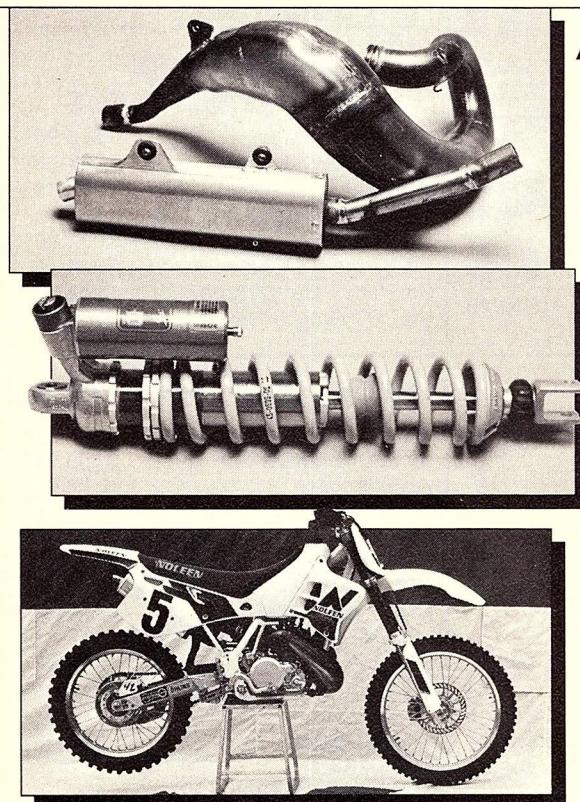
WORKS vs. PRODUCTION

Although we'll never be sure if a 1983 works Honda would be competitive with today's machinery, Hannah believes that it would.

"That was my favorite bike [of all time]," Hannah claimed. "That year we did so much testing it was unreal. That particular bike had incredible frame geometry, and we always had the option of changing components to meet the track conditions. For supercross we could change to a peanut tank and play around with the [rear suspension] linkage."

"I think the power is also near the same level [as today's machinery]," he added. "The bikes back then were potent....I can remember one time when [the engineers] asked me how much bottom end I wanted. I told them that they couldn't give me enough! They did, and I wound up looping my bike out several times before I got used to it. Let's just say they worked good. It's just too bad there are no more works bikes in the U.S."

DR



Holeshot?... YES! NOLEEN

Noleen Racing Pipes & silencers make holeshots a lot easier. A simple bolt-on operation gives your bike awesome performance. Noleen pipes start at \$169.95, (for KX Kawasaki and YZ/WR Yamaha). To top-off the system, Noleen offers our trick Aluminum Mufflers. Lightweight, and totally rebuildable- a proven performer at \$54.95. Noleen Porting is the next step in power. Proven by Team Noleen's Larry Brooks,(top privateer/ 250 Nationals), our porting showed our power in '92. For your new '93,(or older), we will port, modify the head and power valve, and blueprint the top end. All for \$229.00.

Ohlins Suspension: Noleen Racing is the exclusive home of Ohlins suspension products in the USA. We have incredible Ohlins shocks for your '93 ,(and older), Honda, Kawasaki, Suzuki, and of course, Yamaha motorcycles. The performance of Ohlins shocks is legendary. Nothing else even comes close. Prices start at \$535.00

Stock Suspension: We can take your stock forks/shock and make them work great! Forks: We install our famous Works Base Valve Kit, (includes oil change with Noleen "01" fork oil), polish the cartridge rods, all for \$146.95

Shock Re-valve: Oil Change using Noleen Aluron Oil, re-valve, and inspection- \$120.00, (includes valving shims).Noleen Aluron aluminum bodied shock fluid, as well as our Unvis-2, for steel bodied shocks are available separately for \$8.95 per quart.

Complete Bike:Noleen Race Ready 1993 YZ 125,250 ,& 360 "Team" bikes: Ohlins,Ported, the whole works in one bike! Call for details.

ÖHLINS

Noleen Racing Inc. 2141 E. Philadelphia St. Unit "T" Ontario, Calif. 91761 Phone# (714) 947-5773 FAX# (714) 947-1513

Visa/MC/Amex/Discover accepted - Dealer inquiries invited - Send \$3.00 for 1993 catalog & stickers.

Life At The Top

The view from the top
sure puts things in perspective.

Like what it is that keeps
KTM Enduro/Cross Country
motorcycles a cut above
the competition.

Superior performance and
reliability combined with
superior *quality*!!

Check out the 1993 KTM
E/XC line at your nearest
KTM dealer and experience
life at the top for yourself.

KTM
MOTORCYCLES

MEMBER
K STYLE
MIC

The 1993 KTM 300 E/XC



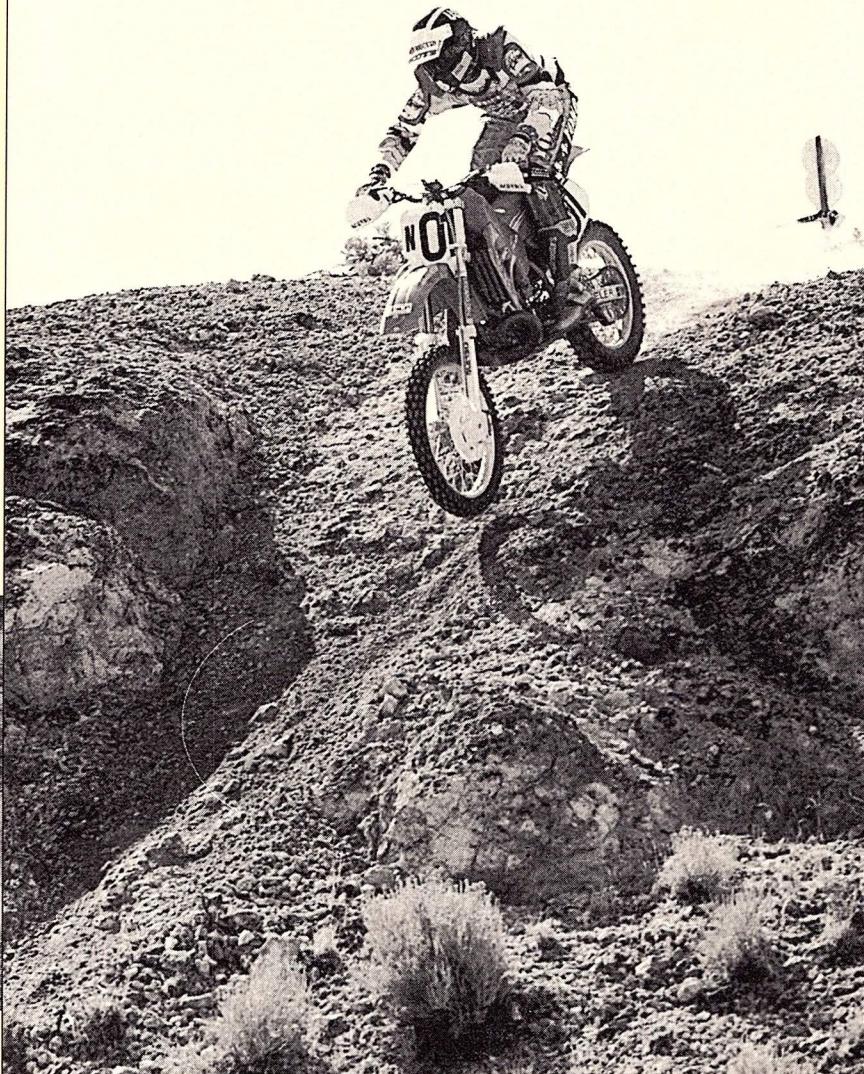
*For warranty details see your KTM dealer.

**Customer Care Kit is free of charge. Offer ends 1/30/93. Kits are shipped directly to retail customer. Allow 4 to 6 weeks for delivery.

Prices and specifications are subject to change without notice. Protect your right to ride. Always wear protective gear, operate a properly muffled machine and avoid sensitive, natural wilderness areas. Never ride under the influence of alcohol or drugs. With the freedom afforded by off-road riding comes your responsibility to protect the environment. KTM recommends all off-riders to "Tread Lightly". For a KTM Dealer nearest you call: East (216) 246-1060, West (619) 258-6300, Canada (416) 576-6514.

BEST IN THE DESERT GRAND SLAM CHAMPIONSHIP SERIES

HAMEL/ OSTBO HOLD OFF DAVIS/ ROESELER AT VEGAS 300



George McQuistion (shown) and Paul Pitts flogged their RM to top Expert honors, placing 14th overall.

Paul Ostbo hadn't ridden much lately, but he whipped himself into shape in order to be a worthy partner for Danny Hamel; the pair won the Vegas 300 by 17 seconds.

What would you do for your 40th birthday? KTM's Scot Harden knew what to do for brother-in-law Jack Johnson, a former desert hero who no longer races regularly: invite him to go riding. Specifically, team up with him for the Station House Las Vegas 300 near Tonapah, Nevada, round four in the Best in the Desert Grand Slam Championship Series.

Despite knowing each other for more years than they'd care to admit, the two had only teamed in two races

Despite having to change a top end before the race and losing time due to a flat front tire, Ty Davis (shown) and Larry Roeseler came up only 17 seconds short of beating Hamel/Ostbo.



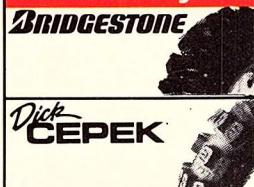
GUARANTEED LOWEST PRICES!

\$1.00 OFF EVERYONE ELSE'S DEAL
If any current ad offers a better deal on helmets or tires
(including freight, handling and C.O.D. charges)... We'll
beat it by-a buck!



Knowledgeable Operators

• Lifestyle-expanding fashions



WORLD'S BEST CATALOGS

- Motorcycle
- ATV • Dirt
- Snowmobile
- Watercraft



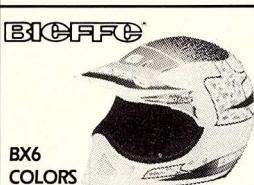
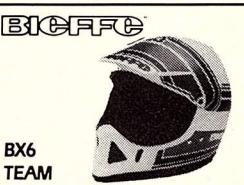
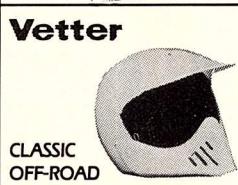
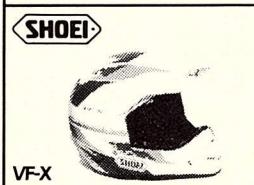
Dick CEPEK

IRC TIRE

PIRELLI

YOKOHAMA

• Call us free for the lowest prices on our huge helmet selection



• OEM-beating replacement parts, maximum horsepower mods, the hottest in body panels



ONEAL

THOR



Motorcycle
RK Chain

Boyesen

SINISALO

COBRA

SCOTT USA

MAYER MFG. CO.

SUBAKI

SBS

SMITH

M22
SUPERTRAPP

YOU DON'T
PAY
'TIL YOU HAVE
PARTS IN HAND

FASTEST
SHIPPING
EVERY ORDER
OUT THE DOOR
IN 2 HOURS OR LESS

CALL FREE
FOR ANY
REASON
ANY TIME

SATISFACTION
GUARANTEED
EASY
RETURN POLICY

FREE
FREIGHT
ON EVERY ORDER
IN CONTINENTAL U.S.

COD WELCOME

VISA

MasterCard

AMERICAN
EXPRESS

DISCOVER



FREE CATALOGS
CYCLE • ATV • WATERCRAFT • SNOWMOBILE
24 HRS. A DAY / 7 DAYS A WEEK
800-328-9280

DENNIS
KIRK.



1-800-52-HIPER

HIGH PERFORMANCE ACCESSORIES

0131 Heather Lane Howard, CO 81233

UPS NEXT DAY AND SECOND DAY AVAILABLE NATION-WIDE. ONE DAY DELIVERY ON ALL COLORADO ORDERS IN STOCK.

MONDAY THRU FRIDAY 9 a.m. - 7 p.m. MST

1-800-524-4737

DISCOVER

VISA

MasterCard

COD

DUNLOP

D707 HARD TERRAIN	
80/100 x 21	48.95
100/100 x 18	49.99
110/100 x 18	52.99
100/90 x 19	52.99
110/90 x 19	54.99
120/90 x 19	64.99
K695 INT TERRAIN	
100/100 x 18	48.99
110/100 x 18	52.99
120/100 x 18	56.99
100/90 x 19	52.99
110/90 x 19	56.99
120/90 x 19	59.99
K139/K490 INT TERR	
3.00 x 21	47.99
80/100 x 21	47.99
120/80 x 18	35.99
130/80 x 18	37.99
140/80 x 18	40.99
D752 SOFT TERRAIN	
80/100 x 21	47.99
100/100 x 18	48.99
110/100 x 18	52.99
120/100 x 18	55.99
100/90 x 19	52.99
110/90 x 19	55.99
120/90 x 19	58.99
K990 SOFT TERRAIN	
80/100 x 21	47.99
100/100 x 18	35.99
110/100 x 18	37.99
120/100 x 18	40.99
100/90 x 19	47.99
110/90 x 19	54.99

FMF

GOLD SERIES PIPES	149.99
POWER CORE SLCR	59.99
RAM VALVE	79.99
WORKS PIPE 80-125cc	139.99
WORKS PIPE 200cc	149.99
WORKS SILENCER	59.99

PRO CIRCUIT

WORKS PIPE 80-125cc	139.99
WORKS PIPE 200cc	149.99
WORKS SILENCER	59.99

SOBEA

NATIONAL PIPES FROM	94.95
XTREME PIPES FROM	139.99
TYPE II SILENCER	54.95
GUIDE PLATES	53.95

COBRA

REEDS FROM	10.99
RAD VALVES	125.99

WISECO

PISTON KITS	SAVE!
-------------	-------

GRIPS

OURY, ANSWER, SCOTT	4.99
---------------------	------

T-SHIRTS

ALL THE LATEST	12.99
----------------	-------

BRIDGESTONE

M23 HARD TERRAIN	
2.75 X 17	24.99
2.50 X 19	24.99
300 X 21	36.99
80/100 X 21	36.99
M22 HARD TERRAIN	
4.10 X 18	38.99
5.10 X 18	46.99
110/100 X 18	51.99
100/90 X 19	52.99
110/90 X 19	55.99
MS8/61 INT. TERR	
80/100 X 21	35.99
100/100 X 18	47.99
110/100 X 18	51.99
100/90 X 19	53.99
110/90 X 19	58.99
120/90 X 19	65.99
M39/M40 SOFT TERR	
80/100 X 21	34.99
100/100 X 18	48.99
110/100 X 18	49.99
100/90 X 19	52.99
110/90 X 19	58.99
120/90 X 19	65.99

METZELER

CALL!!

ANSWER

AK-7 PANTS	155.99
AK-7 JERSEY	42.99
AK-7 GLOVES	32.99
ELITE PANTS	142.99
ELITE JERSEY	33.99
SPORT PANTS	88.99
SPORT JERSEY	21.99
PRO FORM BELT	35.99
A-4 GLOVES	27.99
E-1 GLOVES	18.99
PRO-TEK CHEST	98.99
YOUTH APPAREL	SAVE!
GAERNE SX PRO	187.99
TEK-6 HELMET	239.99
PRO TAPER BARS	81.99
MOUNTING KIT FROM	43.99
ALUMILITE BARS	60.99
SERIES 2000 BAR	45.99
LEGALIZER	46.99
SA PRO	88.50
SNEAKER	114.99
VFC SILENCER	.87.95
4 STROKE SA	145.99
ROOST BOOST PLUS	59.99
RADIALITE SPROCKETS	
FRONT FROM	14.99
REAR	49.99

RCB
Racing

LUBRICANTS

Silkolene MOTUL

GURU Lube MAXIMA EPI

BY THE BOTTLE OR CASE

SPARKPLUGS

SPITFIRE

6.99

FROM 1.75

CHAIN & SPROCKET PACKAGES

SUNSTAR FROM

\$35

RADIALITE FROM

\$75

TWIN AIR

UNI FILTER

FROM 16.95

FILTER OIL 1 LTR

9.99

DIRT REMOVER 5 LTR

18.99

CLEANING TUB

10.99

CLNG TUB

6.50

UFO

FENDERS

FROM 18.95

RADIATOR CVRS

FROM 27.95

SIDE PANELS

FROM 35.95

FRAME GUARDS

16.95

NUMBER PLATES

FROM 15.99

EBC

CLUTCH KITS

SAVE!

Brake pads FROM

14.95

Barnett

STEEL DRIVE PLATES AND

KEVLAR KITS

SAVE!

CM CLOTHING

DRINKING SYSTEM

29.99

ANSWER

CONCEPT GEAR BAG

79.99

T-SHIRTS, HATS, BAGGIES

SAVE!

CEET

CONCEPT GEAR BAG

29.99

STANDARD COVER

29.99

KEVLAR COVER

46.99

ONEAL

PRO STYLE LEVERS

18.99

WRLD FORCE JR/SY

FROM 15.99

GEO JERSEY

30.99

PRO LITE JR/SY

FROM 15.99

IFS PANTS

169.99

GEO 2 PANTS

FROM 129.99

PRO LITE PANTS

79.99

GEO 3 GLOVES

31.95

WORLD FORCE GLOVES

23.99

PRO LITE GLOVES

15.95

SBS CHEST PROTECTOR

89.99

ROK BLOK

89.99

ROK SHIELD

63.99

ROK II PROTECTOR

39.99

MINI RACER PROTECTOR

64.99

KIDS ROK II

34.99

GEO BELT

31.95

PRO LITE BELTS

21.95

GEO 3 BOOTS

169.99

GEO BOOTS

142.99

PRO LITE BOOTS

124.95

MINI PRO BOOTS

98.99

TYphoon Enduro JKT

159.99

STANDARD ENDURO JKT

79.99

HYDRO GLOVES

FROM 22.99

HYDRO SHUZ

20.99

BULLET BOX STAND

53.99

ALUMINUM BIKE STAND

45.95

CARBON STEEL BARS

16.99

GPX ALUMINUM BARS

41.99

TRAK PAK 9800

53.95

TRAK PAK 6300

40.95

AZONIC JUMBO BAG

79.95

AZONIC LARGE BAG

56.95

SCOTT

83 SERIES GOGGLES

13.99

80S GOGGLES

10.99

87 SERIES GOGGLES

21.99

89 SERIES GOGGLES

17.99

90 SERIES GOGGLES

19.99

109 SERIES GOGGLES

21.99

DESIGNER GOGGLES

28.99

HOT FLASH GOGGLES

44.99

VISION SYSTEM

44.99

EFS FILM SYSTEM

29.99

SUNGASSES

CALL!

SMITH

SMX CMX GOGGLES

17.99

SMX LUNAR

39.99

SMX CMX WROLLOFF

39.99

THE ARAI STANDARD.

Simply put, we demand more from an Arai helmet than you do.

- One Standard of Quality for every helmet. Which is why we don't make a lot of different helmets at a lot of different prices.
- We still insist that every Arai is *inspected by hand*. And not just once, but several times as it's being made.
- Many of our designs are *still painted by hand*, giving an Arai a

look and finish that separate both it and its wearer from the crowd.

- Arai's complex, multiple-foam *interiors are still handfit* into each and every helmet so carefully, yours will feel like it was custom made for you.

■ All of which means that your Arai helmet is the perfect combination of *old world craftsmanship and new world technology*. And, as you might imagine, worth every dime you pay for it.

For the name and location of your nearest Arai dealer, call TOLL FREE:

1-800-766-ARAI



TWIN PEAKS.

THE NEW ARAI MX-E Same Arai quality. Same fanatical attention to detail. Same legendary comfort and fit. So what's new? NEW removable interior. NEW Rockguard design, with an optional cover for cold or mud. PLUS, Arai's Removable, replaceable earcups that allow a more custom fit by changing thicknesses. AND our unique RAM-JET Peak. In 6 new Factory Colors, plus White.



Euro Red Euro Blue H-Spirit (New) S-Spirit Y-Spirit K-Spirit

THE NEW ARAI MX/a Think of it as last year's MX/r, but updated even further with a NEW Aerodyne Peak. ALONG WITH the removable, replaceable earcups for a better fit. Arai's special liner fabric that draws moisture into the airflow. An adjustable, removable Rockguard. Plush, easy-wash interior. In two Jeff Stanton Replica models, an outrageous Splash design. And White.



Stanton-Red Stanton-Blue Splash

For an Arai Dual-Decal/Literature Pak, including our latest brochure, send \$2.00 in cash or stamps (\$3.00 outside U.S.) to: Arai Helmets, Ltd., Dept. DL2, P.O. Box 9485, Daytona, FL 32120. Specifications subject to change without notice.



present for Johnson, who gave Harden the credit: "Scot smoked the other guys; he put it on 'em the first lap, and all I had to do was ride around. The reality was I just went out and had fun!"

And fun was the name of the game for Danny Hamel and Paul Ostbo. Despite taking the checkered flag be-

hind the Ty Davis/Larry Roeseler team, their corrected time to complete the 240-mile race ended up 17 seconds faster, 4:50:23 to 4:50:40, the only teams to break five hours.

Brent Fox and Brandon Gerber made it a Kawasaki sweep of the top three overall and in Open Pro. Greg Zitterkopf, Ostbo's teammate last

year, took the 250cc Pro win and fifth overall with Dan Richardson. Other class wins went to John Braasch/Jeff Kawell in the 125s (10th overall) and Tom Barbero/Bill Maxim in the Over 38 class. George McQuistion/Paul Pitts earned top Expert honors, getting 14th overall as well as winning the 250cc Expert race. **DR**

RESULTS

1. Danny Hamel/Paul Ostbo (Kaw 500/Open Pro) ... 4:50:23
2. Ty Davis/Larry Roeseler (Kaw 500/Open Pro) ... 4:50:40
3. Brent Fox/Brandon Gerber (Kaw 500/Open Pro) ... 5:06:02
4. Destry Abbott/Daryl Folks (KTM 300/Open Pro) ... 5:07:52
5. Dan Richardson/Greg Zitterkopf (Kaw 250/250cc Pro) ... 5:08:49
6. Scot Harden/Jack Johnson (KTM 300/Over 30 Pro) ... 5:11:50
7. Craig Adams/Kenny Parry (Kaw 500/Over 30 Pro) ... 5:18:40
8. Scott Morris/Craig Smith (Kaw 500/Open Pro) ... 5:19:12
9. Jamie Campbell/John Campbell (Hon 250/250cc Pro) ... 5:20:05
10. John Braasch/Jeff Kawell (Kaw 125/125cc Pro) ... 5:23:28



Last year's co-winner, Greg Zitterkopf, rode a KX with Dan Richardson to take the 250cc Pro win and fifth overall.

HARDWARE

**HUGE YZ PARTS DEPT.
WITH MOST PARTS IN
STOCK AT SPECIAL NCY
PRICING AVAILABLE FOR**

SAME-DAY SHIPPING.

TO ORDER TOLL FREE

1-(800) 225-1NCY

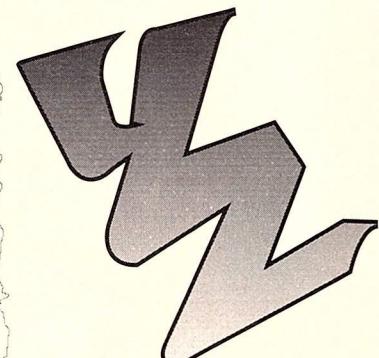
CUSTOMER SERVICE (619) 432-9501

24-HOUR FAX (619) 739-8483



NORTH COUNTY YAMAHA
"Your West Coast YZ Connection"

1315 Las Villas Way, Escondido, CA 92026



**Order Your New
'93 YZ With Special
Graphics and
Modifications!**

We accept



and YZ Bucks



**AFTER A LONG, HARD SEASON,
WE THOUGHT WE'D SHOW
OUR COMPETITORS**

SOMETHING OTHER THAN OUR BACKSIDE.

**Toyota wins 9th
MTEG Manufacturers'
Championship
in 10 years.**

You've heard what they say about sled dogs: if you're not in the lead, the view never changes. Well, same thing goes for truck racing. And seeing how we've led all season long, we're con-

fident that our competitors have seen enough of us from that angle to last them till, well, next season.

Congratulations to Team Toyota drivers Rod Millen and Ivan "Ironman" Stewart. Not only have they given us our 9th Manufacturers' Championship, but also our 7th Drivers' Championship. And thanks also to Precision Preparation, Inc. and TRD, USA, for keeping both

trucks in top form all season long.

So before you turn the page, take one last look at the picture above. Because unless you drive a Toyota Truck, too, it may be your last chance to see it this way for quite a while.

"I love what you do for me."

 **TOYOTA**



TECHNOLOGY ON A FAST TRACK

© 1992 Toyota Motor Sales, U.S.A., Inc.

FAX YOUR ORDERS TOLL FREE 800-366-8265

HONDA OF TROY

PARTS CENTRAL

701 N. MARKET ST. ■ TROY, OH. 45373-1421 ■ PHONE: (513)335-7111 ■ FAX: (513)339-8265

PISTONS		METAL CLUTCH PLATES				CLUTCH LEVERS				HANDLEBARS			
CR80	1981-93	23.51	CR80	1980-83	3.30	CR80	1980-81	6.12	CR80	1980-93	27.35	32.22	
CR125	1980-84	47.19	CR80	1984-86	3.82	CR80	1982-93	8.03	CR125	1980-89	36.67	57.20	
CR125	1985-88	41.75	CR80	1987-93	3.42	CR125	1980-82	9.84-13.31	CR125	1990-93	29.46	33.41	
CR125	1989	46.18	CR125	1980-81	4.29	CR125	1983-93	8.62	CR250	1981-91	33.41	49.94	
CR125	1990-93	48.09	CR125	1983-93	6.03	CR250	1980-82	8.03-13.31	CR250	1992-93	29.46		
CR250	1980-85	54.79	CR250	1980	4.01	CR250	1993-93	8.62	CR500	1984-93	29.46	39.39	
CR250	1980-88	46.02	CR250	1981-93	6.41	CR500	1984-93	8.62	RENTHAL BARS WITH PAD				
CR250	1989-1991	38.31	CR500	1984-93	6.41				1989-92		54.95		
CR250	1992-93	55.07							1989-92		54.95		
CR500	1984-88	70.80							ANSWER ALUMITE WITH PAD				
CR500	1989-93	56.17							ANSWER PRO TAPER				
WISSECO PISTONS FROM 22.00									1989-92		79.95		
RINGS		FRONT BRAKE PADS / SHOES				REAR BRAKE PEDAL				AIR FILTERS			
CR80	1980-81	9.39	CR80	1980-82	8.79	CR80	1980-91	12.89-21.26	CR80	1980-81	10.21		
CR80	1982-84	16.66	CR80	1983-93	12.30-19.62	CR80	1992-93	23.31	CR80	1982	23.02	19.82	
CR80	1985	18.83	CR125	1980-83	13.81-15.39	CR125	1980-82	34.89	CR80	1983-85	27.39		
CR80	1986-93	9.39	CR125	1984-93	21.48	CR125	1983-93	48.48	CR80	1986-93	23.02		
CR125	1980-85	18.90	CR250	1980-83	13.81-15.39	CR250	1980-83	48.48-55.01	CR125	1981-84	21.26		
CR125	1986-89	10.53	CR500	1984-93	21.48	CR500	1984-89	45.12-47.03	CR125	1985	22.85		
CR125	1990-93	10.96	CR80	1984-91	8.79-12.30	CR500	1990-93	47.03	CR125	1986-93	23.02		
CR250	1980	18.72	CR80	1992-93	21.48	CR80	1980-81	14.36	CR250	1980	19.00		
CR250	1981-87	21.92	CR125	1980-86	15.39-16.02	CR250	1980-81	36.13-40.46	CR250	1981-84	21.26		
CR250	1988-90	28.83	CR125	1987-93	21.48	CR250	1982-91	32.36-36.13	CR250	1985	22.85		
CR250	1993	23.70	CR250	1980-86	12.30-16.02	CR250	1992-93	34.42	CR250	1986-93	23.02		
CR500	1984-93	27.42	CR250	1987-93	21.48	CR500	1984-93	32.36-33.60	CR500	1984	21.26		
CYLINDERS		EBC SHOES FROM 19.95				THROTTLE CABLES				TWIN AIR FILTERS 21.95			
CR80	1980-92	100.25-181.87	CR80	1980-93	9.82	CR80	1980-93	17.35-8.65	CR80	1980-81	20.55		
CR125	1980-88	163.68-203.64	CR125	1980-85	10.86-12.60	CR125	1980-85	8.51-8.65	CR80	1982-84	13.31-14.31		
CR125	1989-93	201.29-232.17	CR125	1986-88	7.90	CR125	1986-93	9.25	CR80	1985-93	36.53		
CR250	1980	284.27	CR125	1988-93	9.18	CR250	1980	10.58	CR125	1980-82	25.52		
CR250	1981-91	167.68-255.85	CR250	1980-85	10.86-12.60	CR250	1981-85	6.56-9.57	CR125	1983-93	33.39-49.90		
CR250	1992-93	248.36	CR250	1986-91	7.90-9.18	CR250	1986-93	8.61-9.32	CR250	1980-83	37.68-46.83		
CR500	1984-93	187.42	CR500	1992-93	9.18	CR500	1984	9.72	CR250	1984-93	33.39-49.99		
CRANK ASSEMBLIES		EBC SHOES FROM 19.95				CLUTCH CABLES				ANSWER RADIALITES			
CR80	1980-82	112.78	CR80	1980-93	9.82	CR80	1980-82	9.32	FRONTS	19.00-22.95			
CR80	1983-93	97.99	CR250	1980-85	10.86-12.60	CR80	1983-93	7.52	RENTHAL FRONTS	19.95-23.95			
CR125	1980-84	103.36-152.72	CR125	1986-88	7.90	CR125	1980	9.92					
CR125	1985-89	103.36-120.05	CR125	1988-93	9.18	CR125	1981-84	10.71					
CR125	1990-93	120.56-125.06	CR250	1986-91	7.90-9.18	CR125	1985-90	9.85					
CR250	1980-89	154.68-203.03	CR250	1980-82	5.99-13.35	CR250	1991-93	11.34					
CR250	1990-93	170.35-185.15	CR80	1983-93	7.35-8.01	CR250	1981-93	9.15-11.34					
CR500	1984-89	160.56	CR125	1980-82	8.91-13.35	CR500	1984-89	10.64					
CR500	1990-93	161.14	CR125	1983-85	7.35-8.01	CR500	1990-93	8.63					
GASKET SETS		FRONT BRAKE LEVERS				CLUTCH CABLES				PRE-CUT #PLATE BACKGROUNDS			
CR80	1980-93	11.66-16.27	CR80	1980-82	5.99-13.35	CR80	1980-82	9.32	ALL CRs	36.95-38.95			
CR125	1980-85	10.22-15.00	CR80	1983-93	7.35-8.01	CR80	1983-93	7.52	ALL CRs	16.95-29.95			
CR125	1986-93	17.01-43.96	CR125	1980-82	8.91-13.35	CR125	1980	9.92					
CR250	1980-87	12.91-21.72	CR125	1983-85	7.35-8.01	CR125	1981-84	10.71					
CR250	1988-93	32.10	CR250	1986-93	8.38-8.76	CR125	1985-90	9.85					
CR500	1984-89	15.98-20.46	CR500	1980-83	7.35-13.35	CR250	1991-93	11.34					
CR500	1990-93	29.78-31.76	CR80	1980-93	12.10-13.28	CR250	1981-93	9.15-11.34					
FIBER CLUTCH PLATES (ea.)		FORK SEALS				WHEEL BEARINGS				SUNSTAR ALUMINUM			
CR80	1980-82	5.23	CR125	1980-86	7.64-13.73	CR80	1980-93	6.99-10.09	SUNSTAR ALUMINUM	36.95-38.95			
CR80	1983-93	5.29	CR125	1987-89	12.10-13.73	CR125	1980-93	9.55-15.90	SUNSTAR STEEL	16.95-29.95			
CR125	1980-82	5.42	CR125	1990-93	13.73-14.41	CR250	1980-93	10.31-22.72	ALL CRs	19.00-22.95			
CR125	1983-84	5.79	CR250	1980-88	7.64-13.73	CR500	1984-93	11.84-22.72	ALL CRs	19.95-23.95			
CR125	1985-93	5.00	CR500	1989-93	12.10-14.41	100/100X18K752		49.95					
CR250	1980	6.50	CR500	1984-89	12.10-14.41	110/100X18K752		53.95					
CR250	1981-93	6.50	CR500	1990-93	12.10-14.41	100/100X18K695		49.95					
CR500	1984-93	6.50				110/110X18K695		53.95					
UFO REPLICA PLASTIC ALL CRs		FROM 18.95				DUNLOP TIRES				ALPINESTAR BOOTS			
FRONT FENDERS		21.95	CR500	1990-93	12.10-14.41	300X21K490		49.95	ALPINESTAR BOOTS	38.95			
REAR FENDERS		23.95							TECH-4	179.00			
SIDE PANELS		43.95											
SHROUDS		37.95											
FRONT NUMBER PLATE		27.95											
BOYSEN REEDS		27.95											

While The competition is ordering
your parts we'll be
SHIPPING FROM STOCK.

ALL MAJOR CREDIT CARD AND COD ORDERS ACCEPTED
Prices Subject to Change Without Prior Notice.

HRC APPAREL		
JERSEYS	HRC COMP 4	29.95
PANTS	HRC SERIES	139.95
	125ST	
ORIGINAL HONDA GRIPS		8.28

Moto!

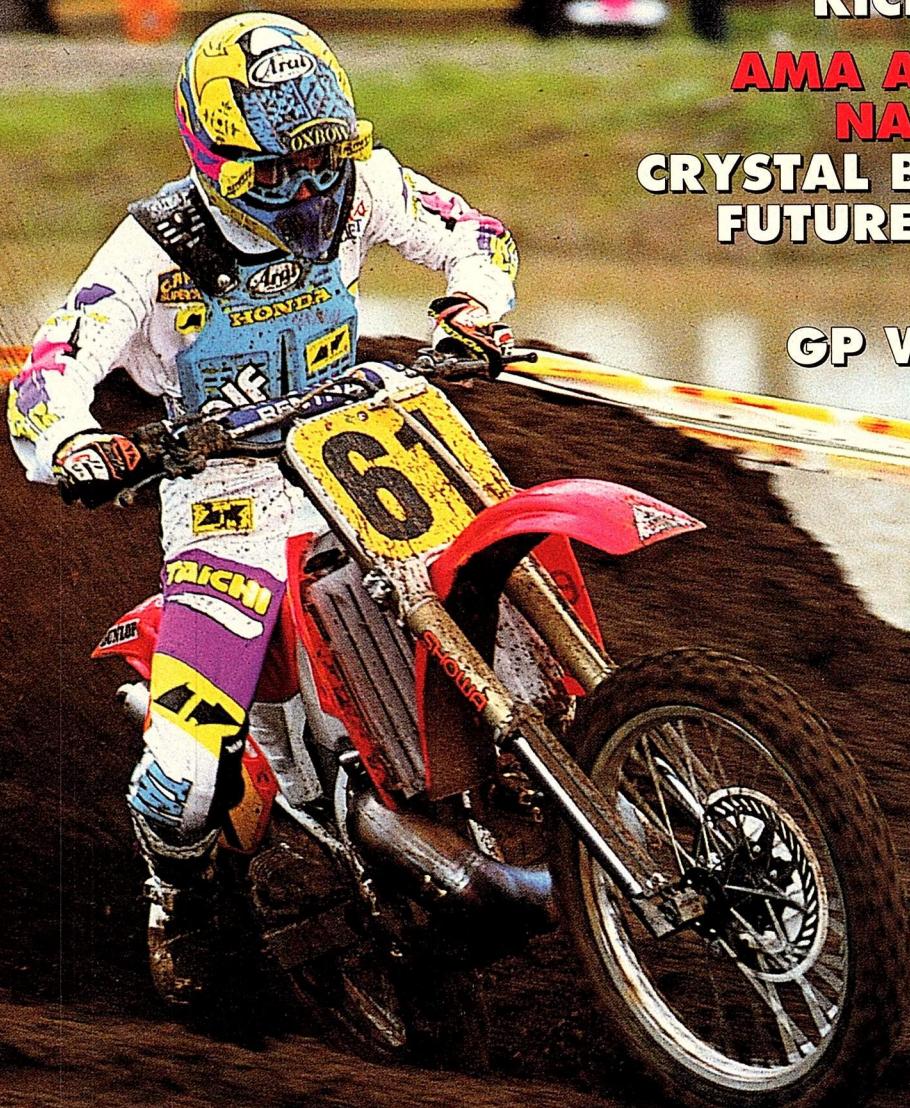
DECEMBER 1992

MX DES NATIONS
THE RACE WE
WEREN'T SUPPOSED
TO WIN

NATIONAL UPDATE
KIEDROWSKI
KICKS BUTT!

**AMA AMATEUR
NATIONALS**
CRYSTAL BALL FOR
FUTURE HEROES

SHREDS
GP WRAP-UP



TEAM FRANCE'S
JEAN-MICHEL BAYLE
AT THE MX DES NATIONS

PHOTO: STEVE NORMAN



MENTAL EDGE

SENSATION CONDITIONING

By Paul Thede

In a previous article we discussed the roadblocks to learning to ride faster: fear, a closed mind and a negative attitude. We realized that the key to eliminating these roadblocks is recognizing when they're affecting your progress and changing your thinking.

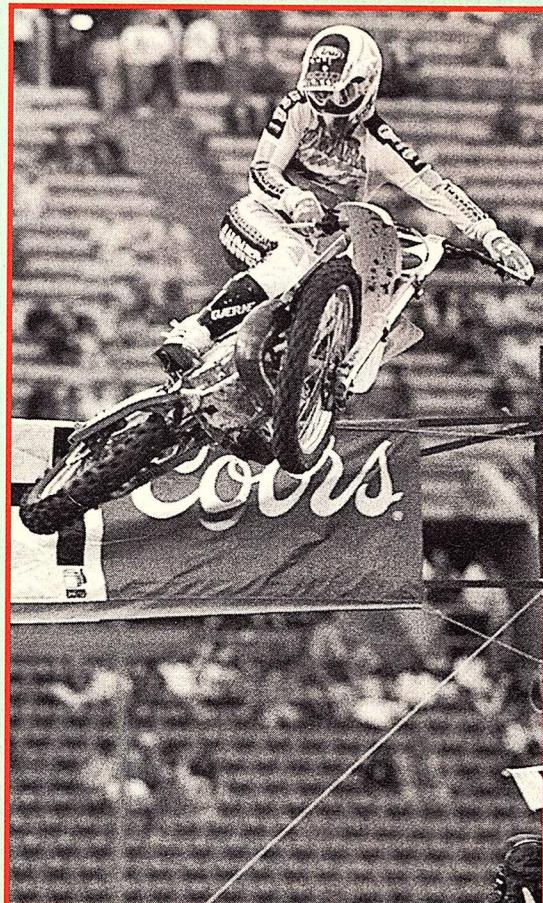
Next we looked at mental conditioning, the first step toward conditioning the mind. Mental conditioning creates a positive attitude and makes you mentally tough.

With all this under our belts we're ready for the next step toward conditioning the mind: sensation conditioning. Sensation conditioning is the knowledge of what feels correct. Everyone has gone through a turn, shredded it, said, "That was awesome! What did I do?" then spent the rest of the day trying to do it again. Sensation conditioning is the most difficult type of conditioning because the only way to increase your level is to experience it.

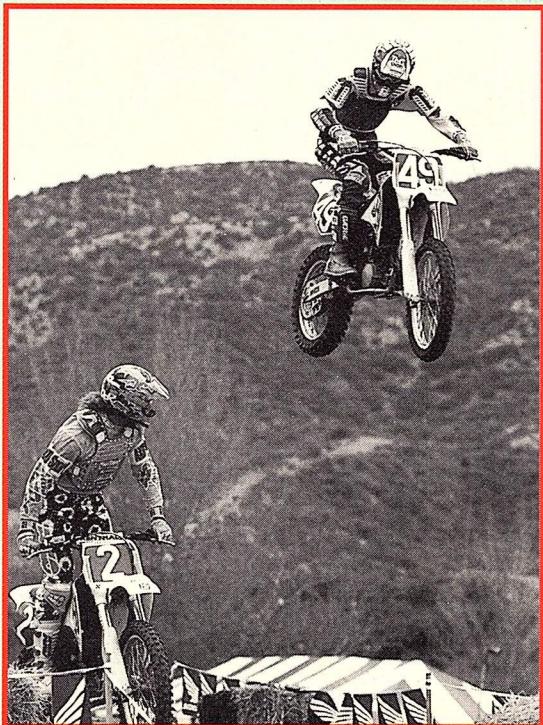
So how do you raise your level of sensation conditioning? One way is to follow a better rider at his speed. I like the example of double jumps. Double jumps can be scary, can't they? At least until you've done them. Have you ever done a scary double and then said, "Oh, that was easy!" What happened? All of a sudden you know what it's supposed to feel like, and it feels right when you do it again. You have connected the new sensations with the new technique. I'm not saying you should go out and follow some fast guy over monster doubles; you've got to use your head. But if you're ready, keying off someone who's doing them right is a great way to learn.

Another excellent way to increase your level of sensation conditioning is to practice with a better rider who's willing to work with you. He may not be easy to find, but when you find him, the technique goes like this: You follow the faster rider. He starts out at a speed you're comfortable with then slowly increases his speed. You match the speed as it increases. Imitate him; copy his lines, his body position, his style, his throttle position, his every movement. If he pulls away, have him slow down until you're comfortable again. Don't fall into the trap of using your own style to try to match his speed. Use his style to match his speed. The only way this technique works is if you work together. To go faster you have to do something different. Different techniques create different sensations. Technique and sensation go hand in hand. Sensation conditioning is the toughest type of conditioning because it requires major focus. When you practice, think "different," not just "faster."

To purchase Mental Edge, the Mental Edge Logbook or just to chitchat, contact me at Race Tech, 3227 Producer Way, #127, Pomona, CA 91766; 714/594-7755.



Copying Micky Dymond's tabletop maneuvers may seem impossible to all but a select few. The idea behind sensation conditioning is that once you have felt something, it is much easier to repeat it over and over again.



Imitating another rider's style is a good way to recondition your senses in an effort to improve your skills. Closely examine their style, throttle control and body positioning.

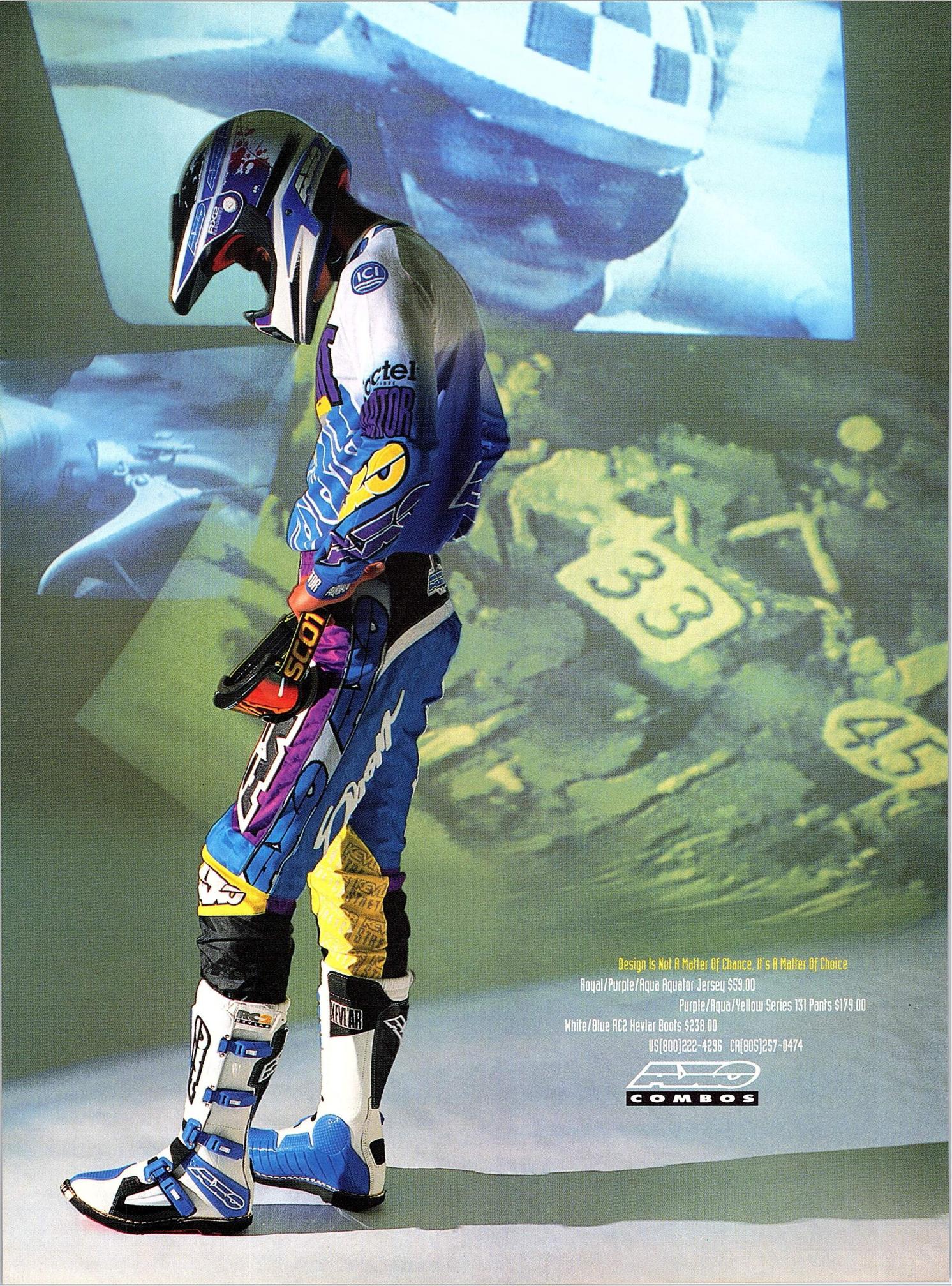


It's Time

For Some New Riding

Gear.





Design Is Not A Matter Of Chance, It's A Matter Of Choice

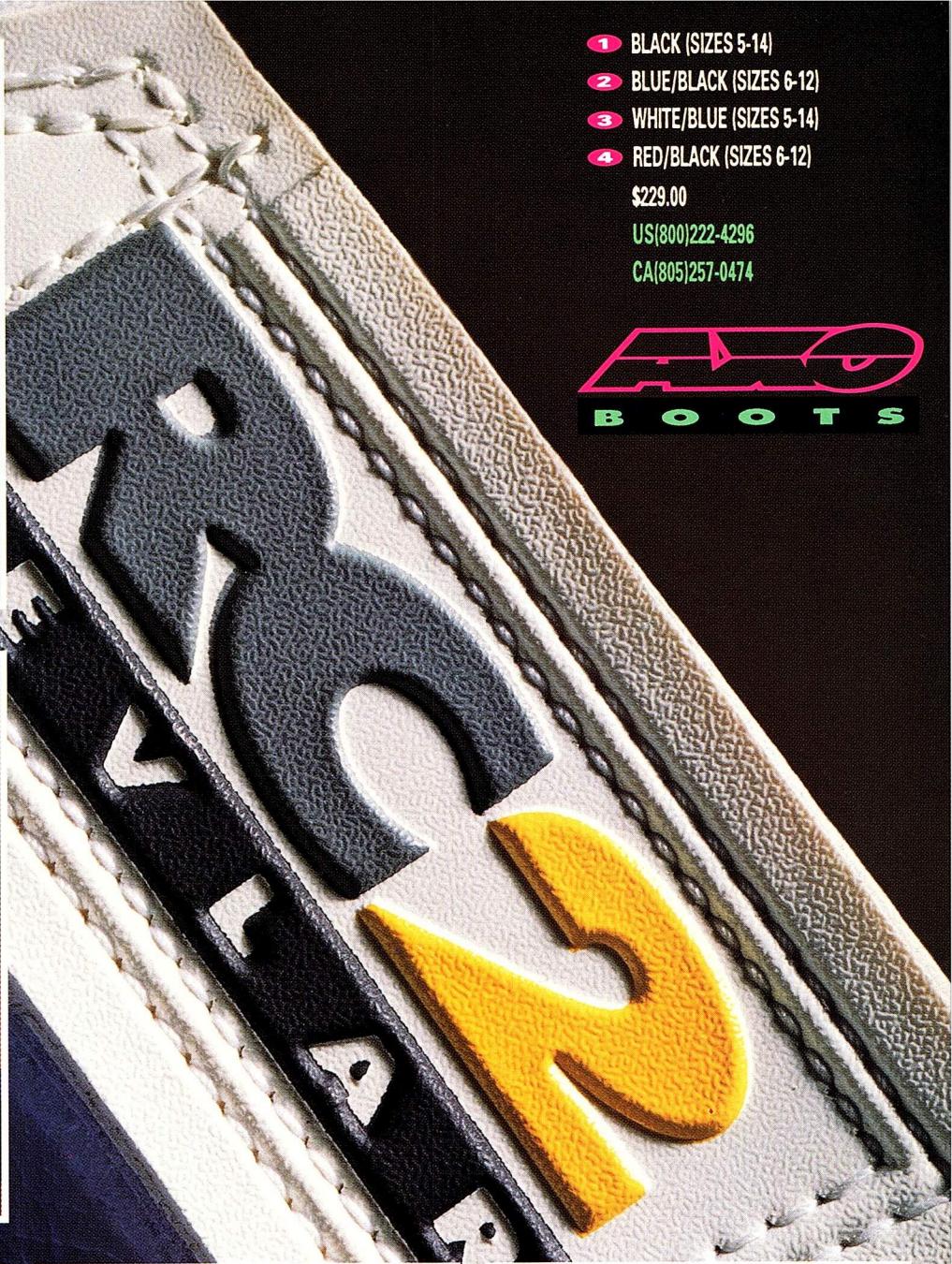
Royal/Purple/Aqua Aquator Jersey \$59.00

Purple/Aqua/Yellow Series 131 Pants \$179.00

White/Blue RC2 Hevlar Boots \$238.00

US(800)222-4296 CA(805)257-0474





- 1 BLACK (SIZES 5-14)
- 2 BLUE/BLACK (SIZES 6-12)
- 3 WHITE/BLUE (SIZES 5-14)
- 4 RED/BLACK (SIZES 6-12)

\$229.00

US(800)222-4296

CA(805)257-0474

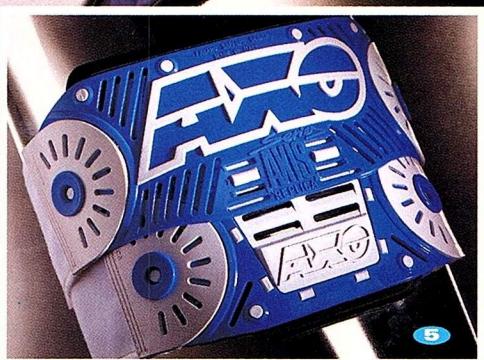
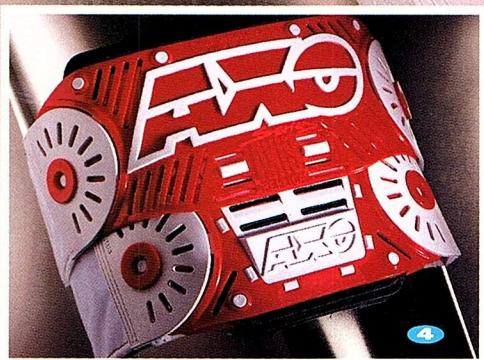
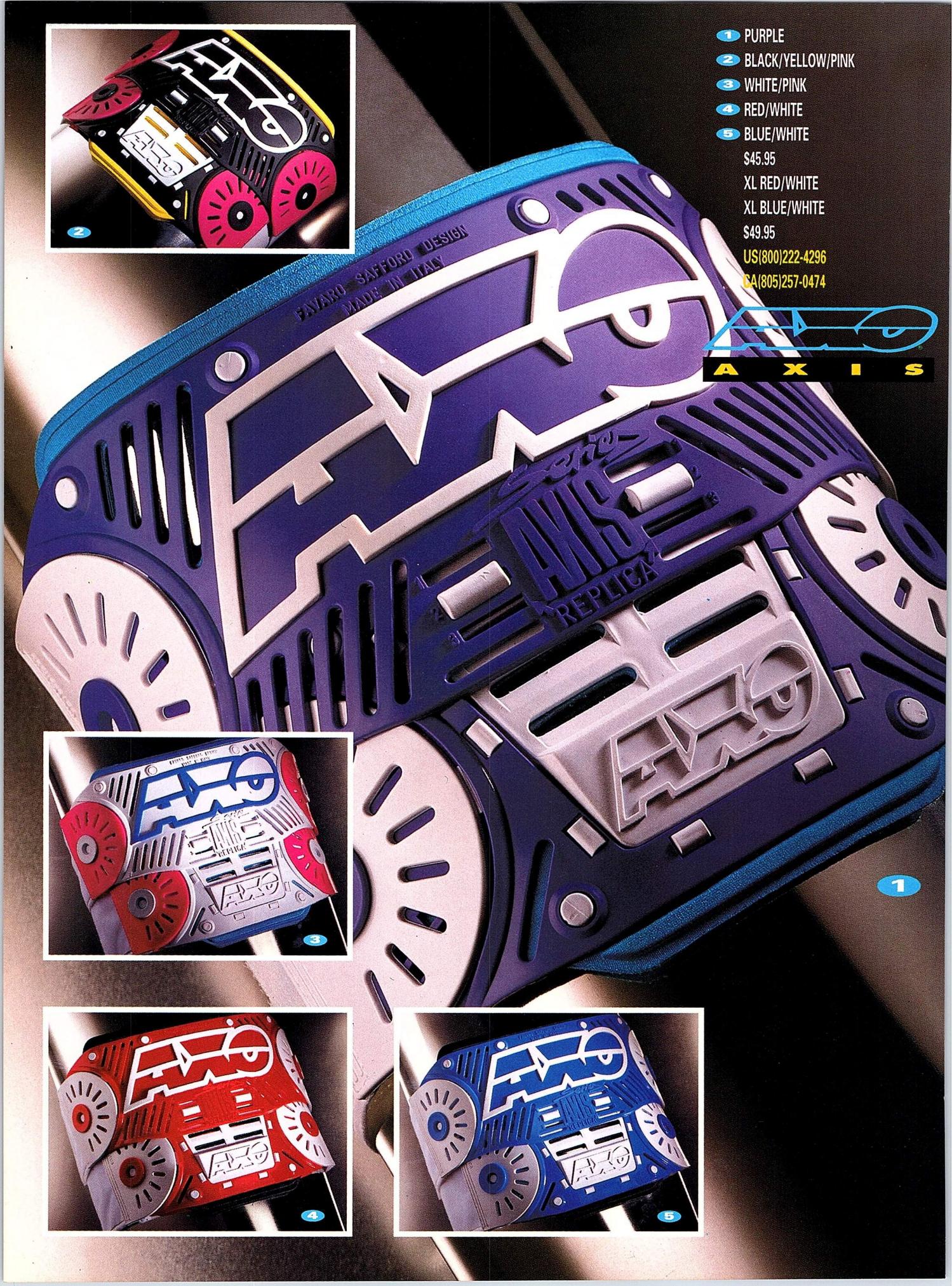
RC2
BOOTS



TWO
YEAR
UNCONDITIONAL
WARRANTY

1 PURPLE
2 BLACK/YELLOW/PINK
3 WHITE/PINK
4 RED/WHITE
5 BLUE/WHITE

\$49.95
XL RED/WHITE
XL BLUE/WHITE
\$49.95
US(800)222-4296
CA(805)257-0474





Success Is A Journey, Not A Destination

Aqua/Pink/Green Aquator Jersey \$59.00

Purple/Green/Pink Series 131 Pants \$179.00

White/Purple/Pink RC2 Nevlar Boots \$238.00

US (800) 222-4296 CA (805) 257-0474



SERIES 36 GLOVES

1 AQUA/PINK (SIZES 8-11)

2 BLUE (SIZES 8-11)

\$39.95

MECHANIX GLOVES

3 BLACK (SIZES 8-12)

\$29.95

SERIES 91 GLOVES

4 PINK (SIZES 8-11)

5 RED/BLACK (SIZES 8-11)

6 AQUA/PINK (SIZES 5-11)

7 GREEN/PINK (SIZES 5-11)

8 AQUA/PURPLE (SIZES 5-12)

\$25.95 (SIZES 5-7)

\$33.95 (SIZES 8-12)

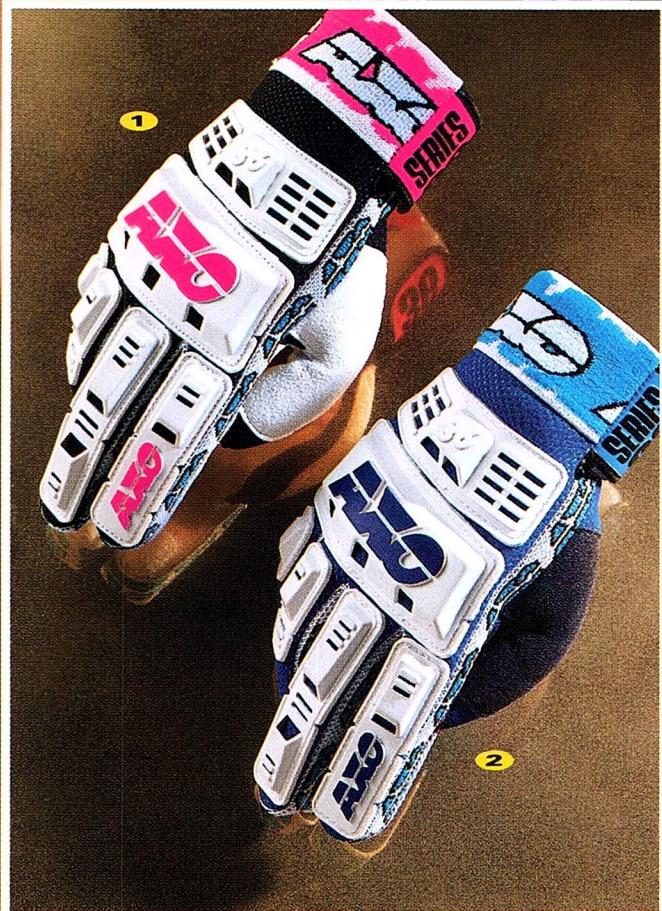
US (800)222-4296

GA (805)257-0474

AMO
GLOVES

MECHANIX™ GLOVES ARE USED BY TOP INDY, NASCAR AND NHRA DRAG RACING TEAMS, AS WELL AS THE MAJORITY OF OFF-ROAD TRUCK AND MOTOCROSS TEAMS.

FEATURES INCLUDE A HEAT-RESISTANT CLARINO™ PALM AND A CLARINO TIPPED INDEX FINGER. THE 3/4 CLOSED ANATOMIC DESIGN ALLOWS FOR EVEN THE MOST DELICATE FINGER CONTROL. A PADDED 3-PLY MESH TOP, WIDE ELASTIC WRISTBAND WITH A GENUINE VELCRO® BRAND CLOSURE, AND COMPLETE MACHINE WASHABILITY MAKE THIS GLOVE A MUST FOR EVERY MECHANIC.





Quality Is Never An Accident; It's Always The Result

Purple/Aqua/Rhodamine Aquator Jersey \$50.00

Black/Purple/Yellow Series 131 Pants \$179.00

White/Purple/Pink RC2 Hevylar Boots \$239.00

US[800]222-4296 CA[805]257-0474



ALL CHEST PROTECTORS
RESIST IMPACT.
THESE ALSO HELP CREATE IT.



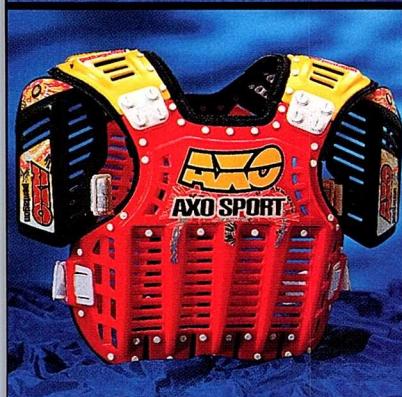
Damon Bradshaw Replica, Pink/Purple with Aqua/Aqua Stickers



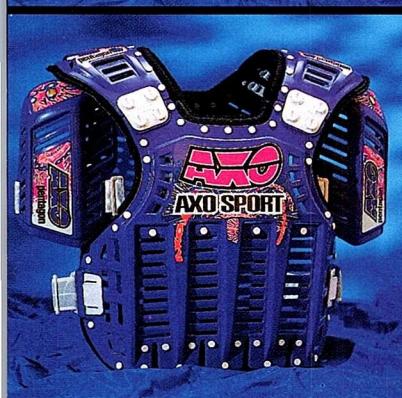
Jeff Stanton
Replica,
Blue/Blk
with
Aqua/Aqua
Stickers



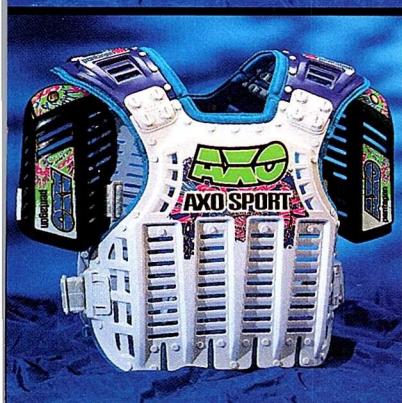
1992 Team
Peak Replica,
Blue/Pink
with
Pink/Violet
Stickers



Erik Kehoe
Replica,
Red/Yel/Blk
with
Yel/Red
Stickers



Solid
Purple
with
Pink/Violet
Stickers



Whi/Pur/Grn
with
Grn/Aqua
Stickers

Solid Colors:
\$121.50

THE PENTAGON CHEST PROTECTOR

In fact, with all these wild and exciting colors, there's only one way that the AXO Pentagon™ won't make an impact: if your eyes are closed.

The Pentagon's ultra-bold graphics and high-voltage foam and plastic colors guarantee that your appearance will be anything but meek and mild. And a wide choice of vibrant color combinations lets you take it as far out to the edge as you want.

But while the Pentagon Chest Protector saves you from looking conservative, it's also saving you from something far worse: bodily injury.

That's because the AXO Pentagon is made of impact-resistant Hallon™ nylon, and scientifically designed BioFoam™-rugged materials which absorb shock and disperse each blow throughout the entire chest protector, for greater safety.

To see the Pentagon line for yourself, visit your nearest AXO dealer today. And discover what we consider to be the perfect chest protector: safe on the inside, and dangerous on the outside.



Jeff Ward
Replica,
Blue/Yel
with
Rhod/Aqua
Stickers



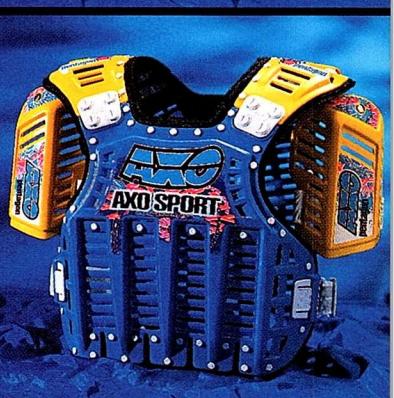
Mercedes
Gonzalez
Replica,
Pur/Blk with
Rhod/Aqua
Stickers



Whi/Pur/Pink
with
Pink/Violet
Stickers



1991 Team
Peak Replica,
Blue/Yel
with
Aqua/Aqua
Stickers



Solid Blue
with
Rhod/Aqua
Stickers

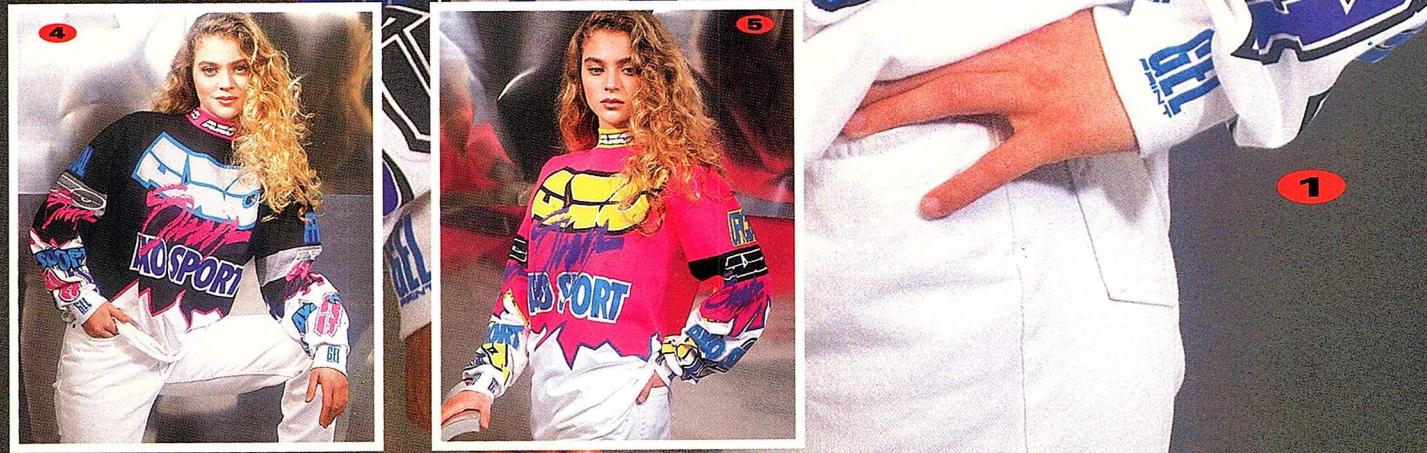
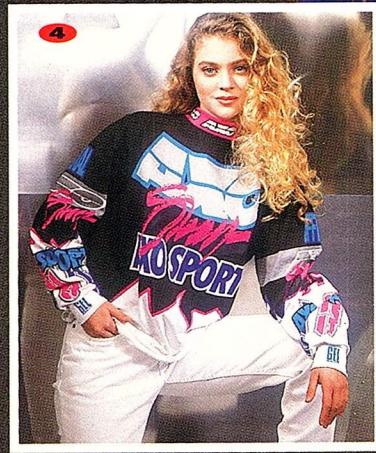
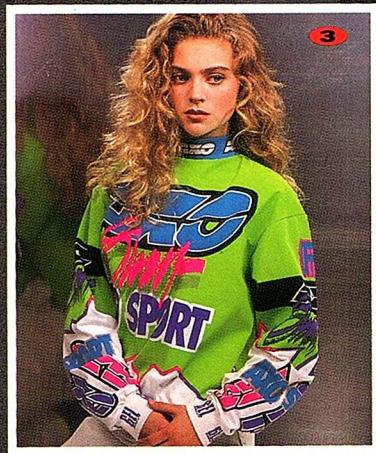
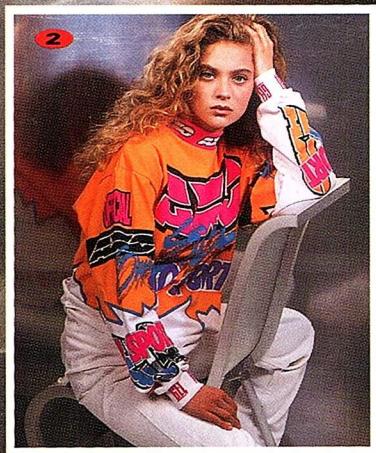


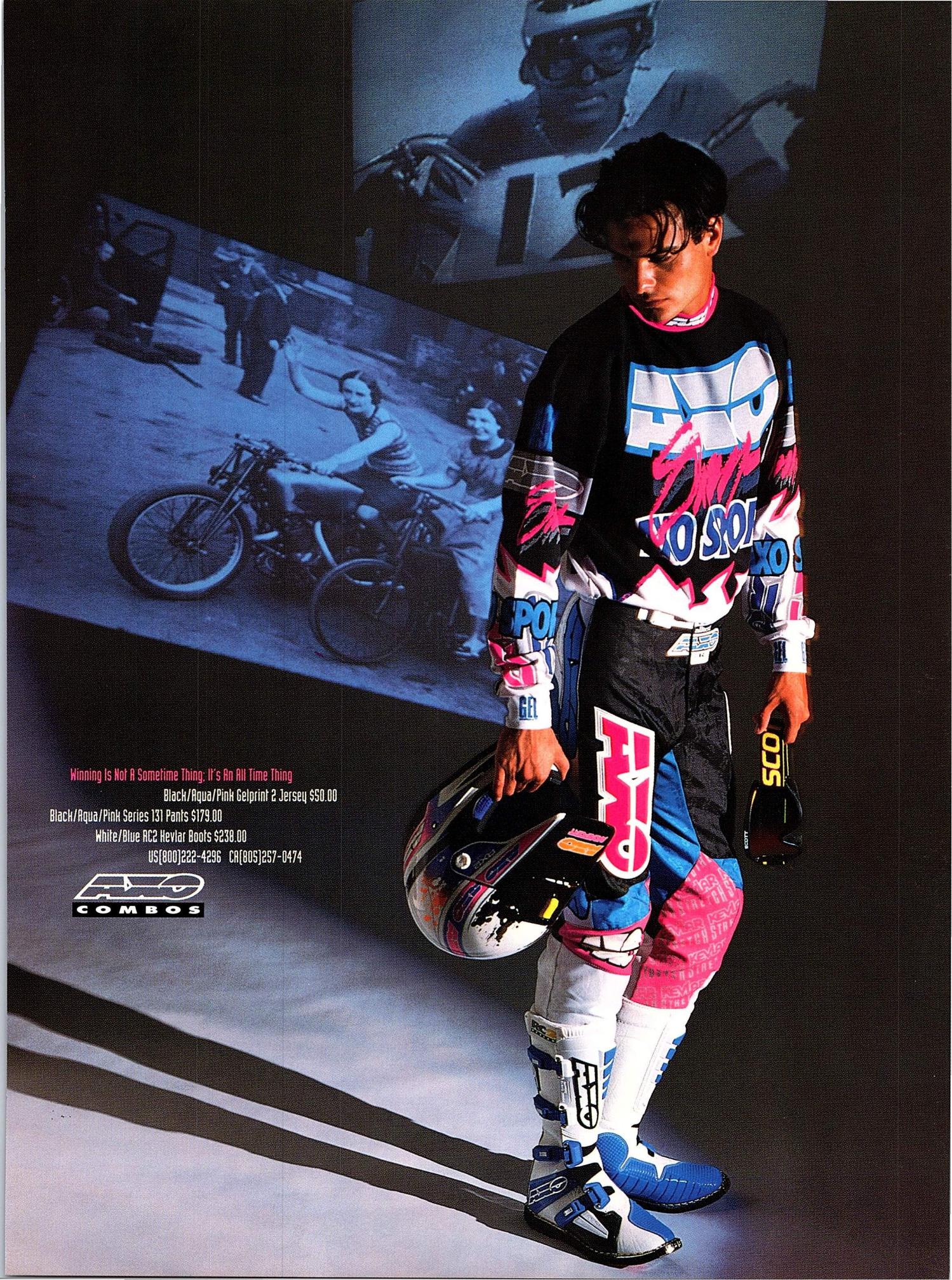
- 1 AQUA/PURPLE (SIZES M-XXL)
- 2 ORANGE/RHODAMINE (SIZES M-XXL)
- 3 GREEN/AQUA (SIZES M-XXL)
- 4 BLACK/AQUA (SIZES M-XXL)
- 5 RHODAMINE/YELLOW (SIZES M-XXL)

\$50.00

US(800)222-4296

CA(805)257-0474





Winning Is Not A Sometime Thing. It's An All Time Thing

Black/Aqua/Pink Gelprint 2 Jersey \$50.00

Black/Aqua/Pink Series 131 Pants \$179.00

White/Blue RC2 Kevlar Boots \$238.00

US [800]222-4296 CR [805]257-0474





Well Done Is Better Than Well Said

Aqua/Purple Gelprint 2 Jersey \$50.00

Aqua/Black Series 131 Pants \$179.00

Blue/Black RC2 Hevlar Boots \$238.00

US(800)222-4296 CR(805)257-0474



WHAT THE ACE
COMBOS RACER'S EDGE RACING TEAM
WHAT THE RILLS



The Speed Of The Leader Determines The Rate Of The Pack

Rhodamine/Orange/Aqua Aquator Jersey \$59.00

Orange/Rhodamine/Black Series 131 Pants \$179.00

White/Blue RC2 Kevlar Boots \$238.00

US (800) 222-4296 CA (805) 257-0474



Damon Bradshaw. An Original; One Of A Kind.

1972 Yamaha YZ490 Works Bike. Only Six Built; A Classic.

1993 Series 151 Pants. Four Color Combinations; Available For A Very Limited Time Only.

US[800]222-4236 CA[805]257-0474





It's What Separates The Men From The Boys

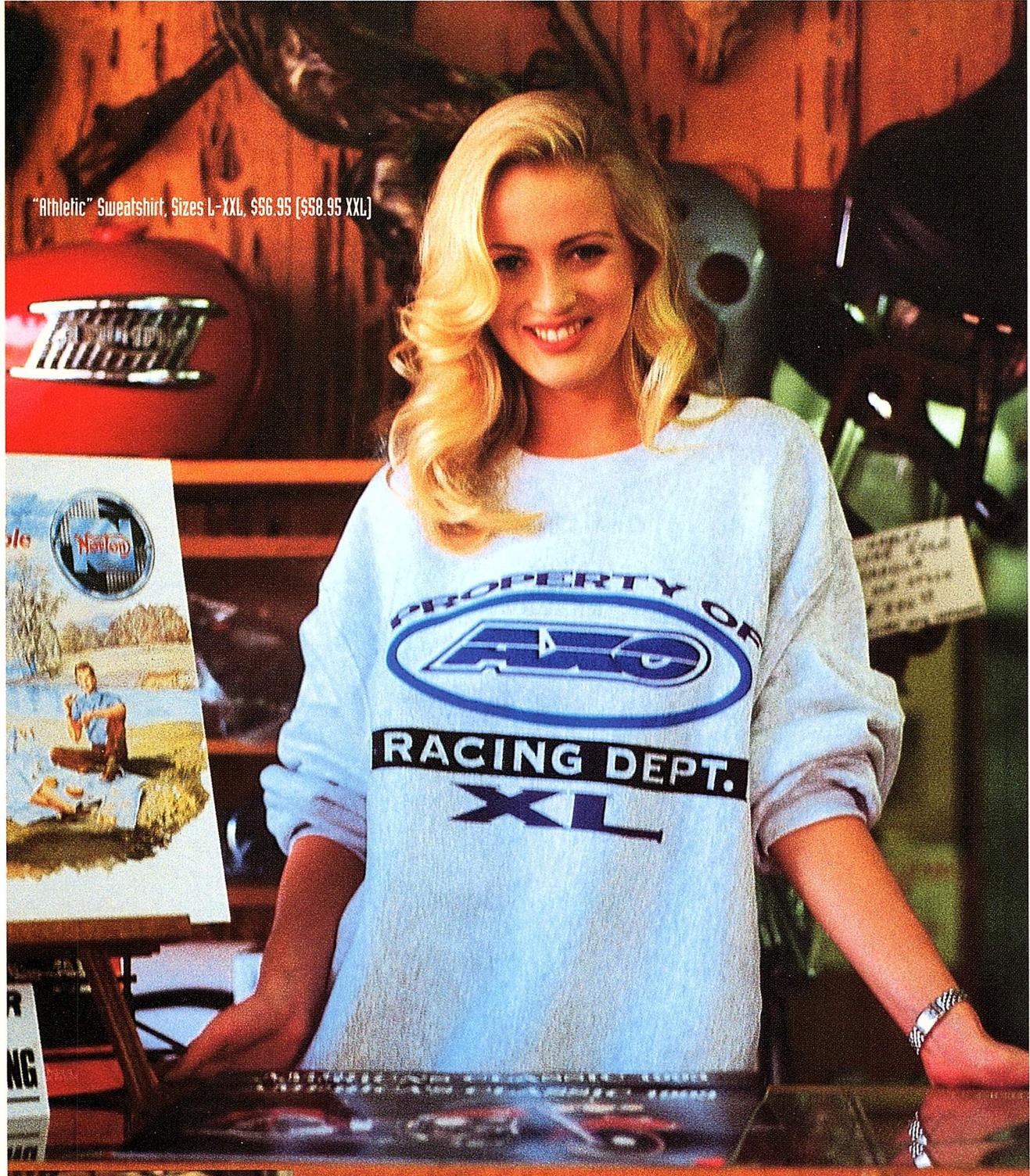
Orange/Rhodamine, Green/Aqua Gelprint 2 Jerseys \$39.95

Orange/Rhodamine/Black, Purple/Green/Pink Series 131 Pants \$122.00

Black, White Turbo Jr. Boots \$139.00

US [800]222-4296 CA [805]257-0474





"Athletic" Sweatshirt, Sizes L-XXL, \$56.95 (\$58.95 XXL)



"Action Heroes" Sweatshirt, Sizes M-XL, \$45.95

ACO

US(800)222-4296 CA(805)257-0474



South African Greg Albertijn secured the 125cc World Championship title during the first of three motos in Suzuka, Japan.

IT'S A WRAP!

Over the course of the 12-race 1992 250cc World Championship campaign eight different riders emerged as event winners, and 12 riders earned moto wins for themselves. To some that may sound like one of the most competitive title bouts of all time, but from the fourth event on, it was

Donny Schmit's championship to lose. That's because Schmit set a blistering midseason pace that carried him to the top of one of the most talented grand prix classes ever.

Along with Chesterfield Rinaldi teammates **Alessandro Puzar** and **Bob Moore**, Schmit was considered an early favorite for the 250cc title. However, after three rounds Schmit was struggling to just stay inside the top 10. Having failed to score in two of the first nine motos and only finishing in the top five twice, he was 56 points behind early leader **Stefan Everts**.

"It was all related to the change from Bieffe Suzuki to **Michele Rinaldi**'s Yamahas," admits Schmit of his early flop. "After two years

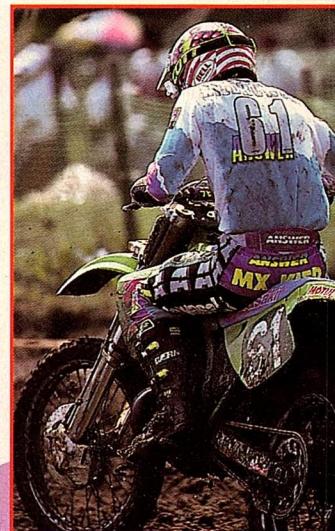
in the 125cc class on a completely different brand of motorcycle I was having a hard time making the adjustment. There wasn't enough time before those first three races to get used to the new bikes. In my mind I wasn't comfortable—no testing, no confi-

dence. Then it all just came together—the team, my bike, my riding, everything."

Beginning with the fourth round of the series in Italy, Schmit won nine of the next 12 motos while his competition practically fell apart. Everts crashed

big in Germany, damaging his spleen, ribs and kidneys. Defending world champ **Trampas Parker**'s private Honda deal started to fall apart, forcing him to send teammate **Micky Diamond** home. Parker soldiered on alone but was no match for Schmit and his Chesterfield partners; he finished fifth for the year, proving that a number one plate is harder to keep than it is to originally earn.

After dominating the middle part of the series Schmit suffered through near disastrous days at the U.S. GP and at the 11th round of the series in Finland.



During the last half of the '92 season Mike Kiedrowski has changed his racing philosophy. Instead of trying to be Mr. Consistent, he is now going out for the win each time. The system worked in Suzuka, Japan, where he won the first 250cc grand prix of his career.

UNADILLA PASSES '93 250cc U.S. GP TO BUDDS CREEK

For the second time since 1978 the Unadilla Valley Sport Center in New Berlin, New York, will not be the site of the 250cc U.S. GP. The promoter declined to host another GP at the facility due to a number of factors. Instead, the world-famous grass-covered racetrack will host round six of the 1993 AMA 125/250cc National MX Series (tentatively scheduled for July 11). Meanwhile, the U.S. GP will be held a week later in Budds Creek, Maryland.

Among the reasons Unadilla declined to host the GP was that the FIM had assigned television rights for the 1993 season to a consortium, prohibiting individual promoters from broadcasting their events. During the 1992 event there was also the threat of a rider boycott, a condition that almost unfolded this year at the 500cc U.S. GP at Glen Helen OHV Park in San Bernardino, California.

"At Unadilla I went to the hospital just to be on the safe side, because even though my neck hurt a lot I really didn't think that I had done too much damage," Schmit claimed, "but in Finland I was sure that I had broken my hip." Schmit misjudged a small double jump in practice and landed on his hip. On his way to the hospital for X-rays he decided that if the hip was not broken he would race regardless of the pain. When the X-rays reflected no damage he strapped on his boots and helmet and headed to the paddock. His reward was a fifth-place finish in the second moto, giving him his second world championship in three years. (Schmit won the 1990 125cc World Championship on a Bieffe Suzuki.)

The final round in Suzuka, Japan, was anticlimactic for Schmit, but it did prove eventful for the Chesterfield team. Moore sealed up the number two plate for 1992 with three points-paying rides, but it was probably not enough for him to keep his spot on the team.

"Finishing second again was the last thing I needed," said Moore, 125cc runner-up in '90 and '91. "I know that the team only has room for two riders next year, so I guess I'm the odd man out." Why not Puzar, who blew third in the rankings to up-and-coming Belgian star **Edwin**



After clinching the 250cc World Championship title at the second-to-last round, Donny Schmit didn't even have to ride the final in Suzuka, Japan.

Evertsen? The team is based in Italy, the native country of both Puzar and team boss Michele Rinaldi. "I guess it's not too bad," Moore added. "I was able to prove some people wrong—victory in itself, I guess."

Mike Kiedrowski won the Japanese 250cc event, an encore of sorts as he also won the 125cc class at the series finale in 1991. "This is part of my new strategy of going out for the win at every race," Kiedrowski declared; he added his first-ever 250cc GP win to this summer's debut 250 and 500cc National victories. "The

Japanese race is really important to win because the factories have a lot of interest in who wins and who loses, and I've won twice now."

Unadilla winner **Jeff Stanton** was also added to the GP mix for the final round but ended up crashing out of the first moto. Stanton's failure in Japan marked his first 250cc GP defeat in five career events.

Another unlucky American was Kiedrowski's teammate **Mike LaRocco**, on hand at the Suzuka event to steal some of the thunder from Honda's new 125cc World Champion, **Greg Albertijn**. Kawasaki was hoping for LaRocco to teach Albertijn and the rest of the GP regulars a lesson in speed, but what the company got instead was a broken throttle cable. While headed for the final moto win (and the overall victory) LaRocco's trigger line popped out of his experimental carburetor, ending his first ride on the '93 KX125 with a three-moto score of 1-4-DNF.

Albertijn's luck wasn't much better. After colliding with LaRocco while dicing for the lead in the

first moto, the South African decided to quit the fight and just worry about clinching his first world title. Needing just one point to get the job done, he cruised to the finish and then joy-rode through the last two motos of the season.

With LaRocco and Albertijn out of the picture the Japanese victory was up for grabs. Chesterfield Suzuki rider **Pedro Tragter** put together a 5-5-1 tally to earn the overall win and tie fellow Dutchman **Dave Strijbos** (2-2-9) for second in the final rankings. A third Dutchman—rising star **Remy Van Rees**—rounded out the top three overall.

The only American competing in the 125cc series this year was **Tallon Vohland** of the French Carpi Motors team. Vohland went to Europe with high hopes of winning a title in his debut season, but he broke his arm right before the series began, missing the first two rounds. He improved throughout the season, winning four motos along the way. He also scored the first overall GP victory of his life at the 10th round in Guatemala. The California native end

DOLLARS FOR SCHOLARS

In 1993 American Suzuki will launch the Suzuki Good Scholar Program, which will reward riders for good grades. The first-of-its-kind contingency program will pay riders who have a 3.0 (B) average or better \$500 in the form of a savings bond.

To be eligible the rider must own the motorcycle (or be the son or daughter of the motorcycle owner), ride a 1993-model RM80, 125 or 250 and compete in at least five events during the season. Students from kindergarten to 12th grade are eligible for one bond for each school period between September '92 and June '93. Potential scholars must furnish Suzuki with the proper paperwork as proof of eligibility by August 1, 1993. A Suzuki release form must also be completed by March 1.

Albertijn's luck wasn't much better. After colliding with LaRocco while dicing for the lead in the

The Leader in Four Stroke Performance



Is The Leader in Two Stroke Performance



You've known us as the leader in four stroke performance for years. Well, if you didn't know—no one—and we mean, no one—does two stroke performance like White Bros. From the bars to the pegs, front disk guard to rear tire, ATK to YZ, we've got what you need. Usually in three styles and five colors, which is why we have what it takes to make your bike go, handle, look and just plain perform better regardless of year, size or brand. So, when you want performance, you want White Bros.—the leader in performance, two stroke or otherwise.

White Bros. 14241 Commerce Dr., Garden Grove, CA 92643 (714) 554-9442
Send \$2.00 for our 132 page, full color catalog which includes a \$5.00 discount coupon toward your next order.



CHICKEN IN YELLOW

After receiving his pink slip prior to the start of the 500cc Nationals, **Jeff Matiasevich** has signed a one-year factory contract with Suzuki which he will debut at the Tokyo supercross. He is said to have signed for around \$100,000, somewhat of a sacrifice considering the \$150,000 a year he was rumored to have received from Kawasaki.

Matiasevich's contract is unique, considering that after the 250cc Nationals he will not drop down to the 125cc class as is the usual practice for Suzuki 250cc riders since the manufacturer doesn't make an Open-class bike.

This also marks the first time in his professional career that he will be riding something other than a green machine. Had it not been for a broken femur during the 1991 500cc Nationals, Matiasevich may have continued in the footsteps of teammate Jeff Ward and remained monogamous.

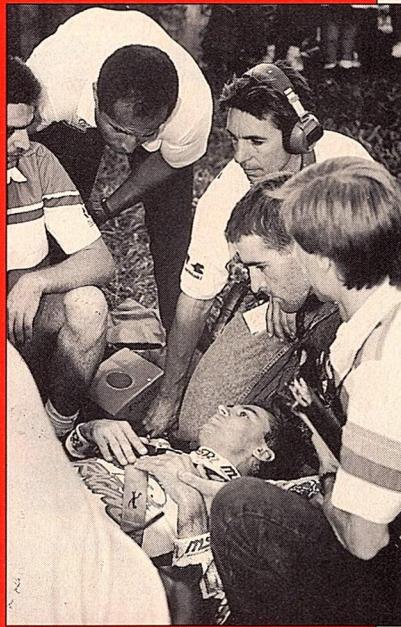
Unfortunately, just after he signed Matiasevich injured his back after a third-gear swap while practicing for the Steel City 500cc National in Delmont, Pennsylvania. Although he will be forced to miss that race he insists it is only a minor injury and that he should start testing Suzukis in November with new mechanic **Tony Berlotti**.

DOWN AND OUT

Guy Cooper's season came to an abrupt end at the start of the second 125cc National moto in Binghamton, New York. The Suzuki star suffered a broken left femur that will sideline him until the beginning of 1993 when he intends to be fit for the supercross kickoff in January.

"In the second turn I was next to **[Erik] Kehoe** in third or fourth," Cooper recalled. "I was leaning off the back end to get a good drive and to avoid some roost. Right before the double the back end hopped, and it kicked my body up. I guess I hit a chunk of dirt that had just been freshly graded. It took my hands off the bars, and I got cross-rutted as I hit the jump. All I can remember was cartwheeling. It threw me straight, and I knew I wasn't going to get hit by my bike. I'm pretty good about getting out of the way. When I landed I hopped to my feet and immediately got hit in the shoulder by another rider, which knocked me to the ground again. As I tried to run off the track **[Doug] Henry** jumped short and hit both of my legs. Right then I knew I had broken my femur because my leg started to go numb. Then **[Ray] Tetheron** [Suzuki's team manager] came over, and I told him 'My femur is broken, and I feel like I'm going to get sick.'"

Cooper, who plans to move up to the 250cc National class next year, underwent surgery later that evening and was told that his leg should be 100 percent ready by December.



More Power Coming!

(Don't buy anything until you see FMF's '93 line of high powered performance products).

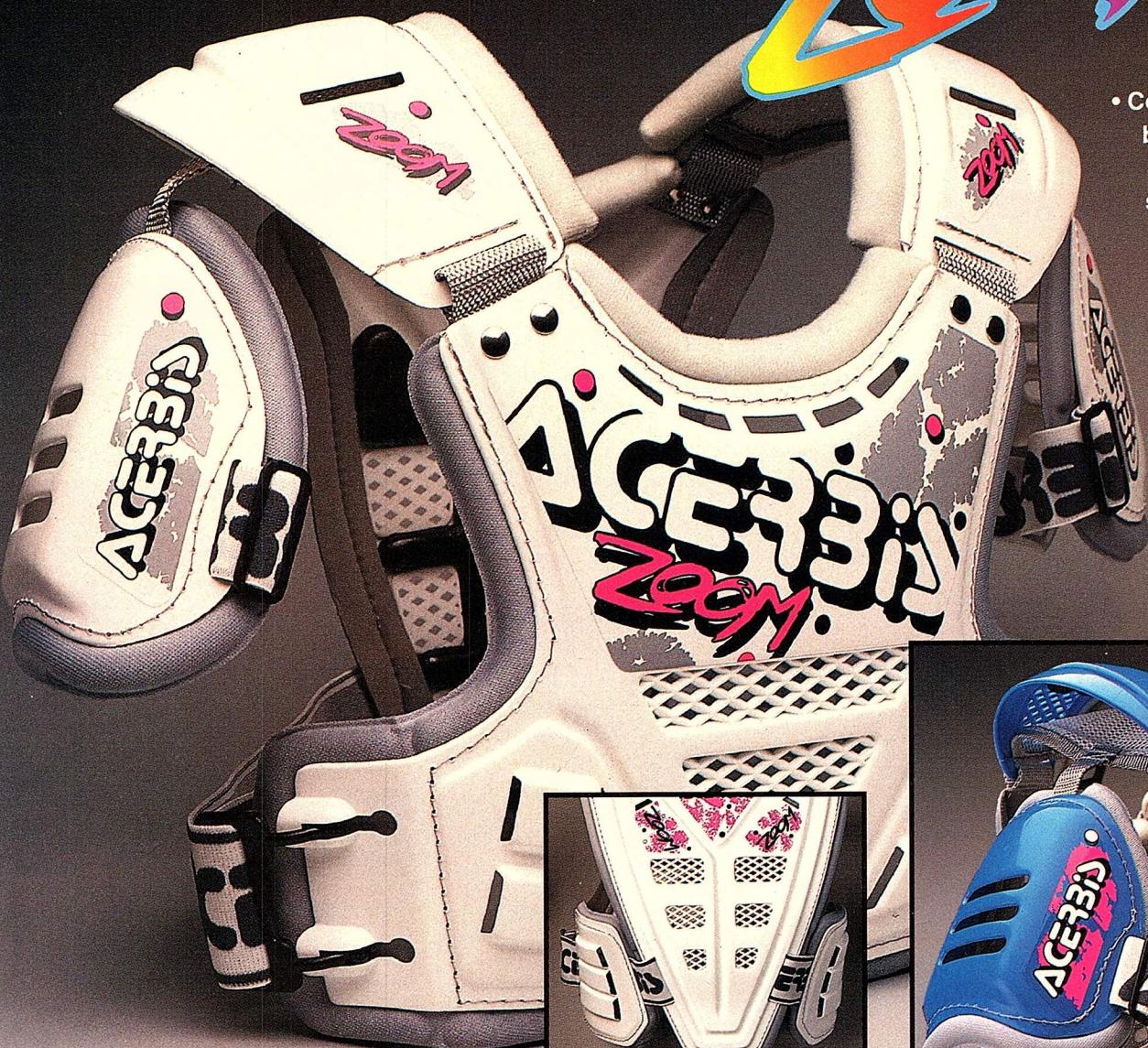


Send your resumes in today for 1993 FMF Support Team. FMF Racing 25950 Belle Porte, Harbor City, CA 90710 Tel. (310) 539-6884 Fax (800) 597-6605

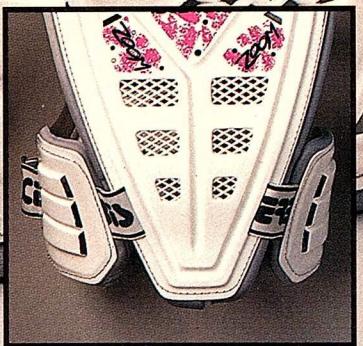
ACERBIS

Zoom

Adult and Youth Sized Chest Protectors



- Compliments any brand of apparel
- Wide color selection
- Fully suspended shoulders
- Kidney guards featured on adult Zoom
- Ridged, anatomic shaped back panels
- Full inner padding
- Fully vented



The adult sized Zoom is the only chest protector on the market to offer full kidney area protection as well as a ridged anatomic shaped back panel.



Acerbis suspended net closed air cell foam combination offers the most efficient shoulder protection available.

FULL PROTECTION

Acerbis U.S.A. 9402 Wheatlands Court, Suite A, Santee CA 92071 (619) 562-1440

ACERBIS DESIGN

WISECO



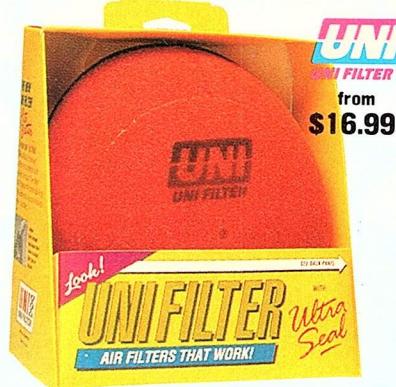
FORGED PISTON KITS
PRO-TRU SYSTEM from \$49.95

**KRAUSE
KANNON**



RACE PIPES
from \$119.95

Hi-temp flameproof pipe paint
All colors in stock \$11.99



World's Best Air Filter

from
\$16.95

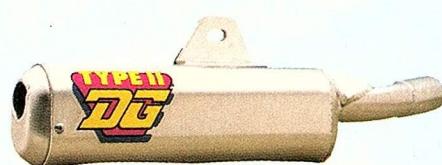


Dual Stage Reed Kits \$16.95 up

EBC KEVLAR BRAKES



from
\$16.95



answer
products

FMF

**Oval, Repackable
SILENCERS** \$49.95

 **PIRATE**
RACING PRODUCTS

708-513-1000
24 HRS/DAY — 7 DAYS/WEEK

3705 STERN AVE., ST. CHARLES, IL 60174
Send \$4.00 for color catalog

**LOWEST PRICES
GUARANTEED PARTS
OVERNIGHT DELIVERY**

Barnett KEVLAR



\$49.99 up

FADE-FREE CLUTCH KITS

HANDLEBARS



FMF RAM VALVE
\$79.99



CASE PLATES
\$39.99



answer
products

ROOST BOOST
As Low As
\$49.99

ALUMILITE BARS \$49.95
RENTHAL BARS \$49.95
PRO-TAPER BARS \$89.95
CROSSBAR PADS \$8.99



SplitFire
The Patented Performance Spark Plug

RACING PLUGS
\$5.99

WATERPROOF
PLUG CAPS
\$4.99

NERF BARS \$89.99
6 FOOT ALLOY RAMPS \$49.95

DON'T GET STUCK WITH STOCK

MX, ENDURO, ATV, DESERT FUEL TANKS



DURABLE HI-CAPACITY
from \$129.95

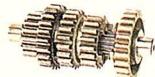


SPRINGS
\$89.95 up

100 PAGE FULL COLOR
ACCESSORY CATALOG
SEND \$4.00

HONDA GEAR SETS

CR to WR 250/500
CONVERSION KITS



TMS

TMX

MIKUNI KITS
All Models
from \$109.95

KEIHIN KITS
from \$139.95



SKULL DECALS
.50¢ Each

SKULL HATS
\$5.99

SKULL SHIRTS
\$11.99



ANCRA
TIE DOWNS
\$12.99

PRO-SERIES FORK BOOTS



13 Inch Travel
\$29.99

CLUTCH & BRAKE LEVERS

Tough, Forged Alloy
\$9.95



All Brands/Models/Years



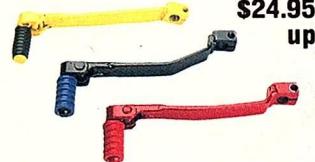
RESERVOIR
GUARD
\$16.95

SPLIT
PERCH
\$9.95

AMP RESEARCH FORK KITS

Improve
Handling

from
\$69.95
Reduce
Shock



\$24.95
up

FOLDING SHIFT LEVERS

Chrome-Moly Steel



IMPACT DRIVER KIT
4 Bits Plus Steel Case
only \$14.95

MOTION-PRO CABLES

\$16.95
Throttle,
Clutch,
Brake



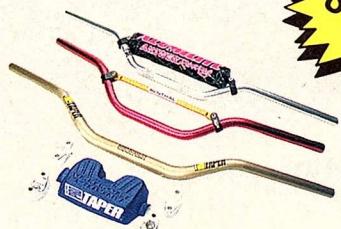
1 YEAR GUARANTEED PLASTICS



FMF & KRAUSE PIPES
Hi-Temp Epoxy Pipe Paint
All Colors \$11.99



ALL COLORS
from \$24.95



SALE

REAR FENDERS	from \$16.95	ALUMILITE BARS	\$49.95
SIDE PANELS	from \$19.95	RENTHAL BARS	\$49.95
RADIATOR SCOOPS	from \$17.95	PRO-TAPER BARS	\$89.95 up
BRAKE/DISC GUARDS	from \$19.95		



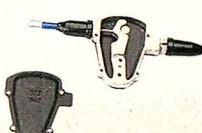
HANDGUARDS
Matched Pairs
\$24.99

ANSWER ACCUTRAX



Eliminates Flexing
\$29.95

EASY CLUTCH



\$39.95

FORK PROTECTORS BRAKE COVERS DISC PROTECTORS



from
\$19.95

GUARANTEED 1 YEAR
AGAINST BREAKAGE



ANSWER ISDE SNEAKER
94 Decibel Legal \$139.95



"We Cut Our Prices To
The Bone, So You
Don't Get Burned!"

708-513-1000
PIRATE RACING PRODUCTS

1993 NATIONAL MOTOCROSS SCHEDULE

For the first time in AMA history the National schedule includes twice as many 250cc events as it does 500cc. While some believe the 500cc class is being phased out due to lack of interest and manufacturer support, the AMA insists that they are just playing to their strengths.

The new schedule shows 12 races, having added a 250/125cc event at Glen Helen OHV Park in San Bernardino, California. The only other significant change is that Unadilla Valley Sport Center in New Berlin, New York, is giving up the 250cc world championship grand prix in exchange for a 250/125cc National. The grand prix will move to Budd's Creek, Maryland; the traditional National held at the site will be postponed until 1993.

February 21	Gainesville, FL	250/125cc
May 2	Southwick, MA	250/125cc
May 30	Mt. Morris, PA	250/125cc
June 20	Sacramento, CA	250/125cc
July 4	Buchanan, MI	250/125cc
July 11	New Berlin, NY	250/125cc
July 25	Troy, OH	250/125cc
August 1	San Bernardino, CA	500/125cc
August 8	Washougal, WA	500/125cc
August 15	Millyville, MN	500/125cc
August 29	Binghamton, NY	500/125cc
September 26	Delmont, PA	500/125cc

1993 AMA/CAMEL SUPERCROSS SERIES

Orlando, FL	January 9
Houston, TX	January 16
Anaheim, CA	January 23
Seattle, WA	January 30
San Diego, CA	February 6
Tampa, FL	February 13
Atlanta, GA	February 27
Daytona Beach, FL	March 6
Irving, TX	March 27
Charlotte, NC	April 3
Pontiac, MI	April 17-18
Indianapolis, IN	April 24
Los Angeles, CA	May 15
San Jose, CA	June 5
Las Vegas, NV	June 12

CMC/VALVOLINE TRANS-CAL NATIONALS

August doesn't seem like the month to begin your typical motocross series, but CMC's Valvoline Trans-Cal Nationals isn't your typical event. In the past, when the AMA National schedule was much shorter, the series served as an opportunity for factories to test next year's machines. Now, without the presence of factory guns, it allows up-and-coming riders to make a name for themselves.

At the opening round at Glen Helen OHV Park in San Bernardino, California, Team Suzuki's **Damon Huffman** used the AMA break for the MX des Nations to get in a little more practice. He won the 125cc Pro class and finished second in the 250cc Pro class behind **Kyle Lewis**. *Dirt Rider* test rider **Tony Amaradio** easily topped the 500cc Pro field.

NEW FOR 93 COLORED NON SLIPS !



CEET

2410 Cades Way

Vista, CA 92083

619-599-0115

619-598-4076 (FAX)

CHAPARRAL

TIRES

CHAPARRAL carries a full line of name brand off-road tires to choose from for almost any type bike and application!

ORDER TOLL-FREE NATIONWIDE:
800-841-2960



DUNLOP

K695 Inter. Terr.

80/100-12	19.99
90/100-14	26.97
100/100-18	48.77
110/100-18	52.77
120/100-18	56.77
100/90-19	52.77
110/90-19	56.77
120/90-19	59.77

K695AT Desert AT

100/100-18	50.77
110/100-18	53.77
120/100-18	57.77
90/100-16	25.97
70/100-17	24.99
120/80-18	35.77
130/80-18	37.77
140/80-18	40.77
70/100-19	24.77
80/100-21	47.77

K490 Inter. Terr.

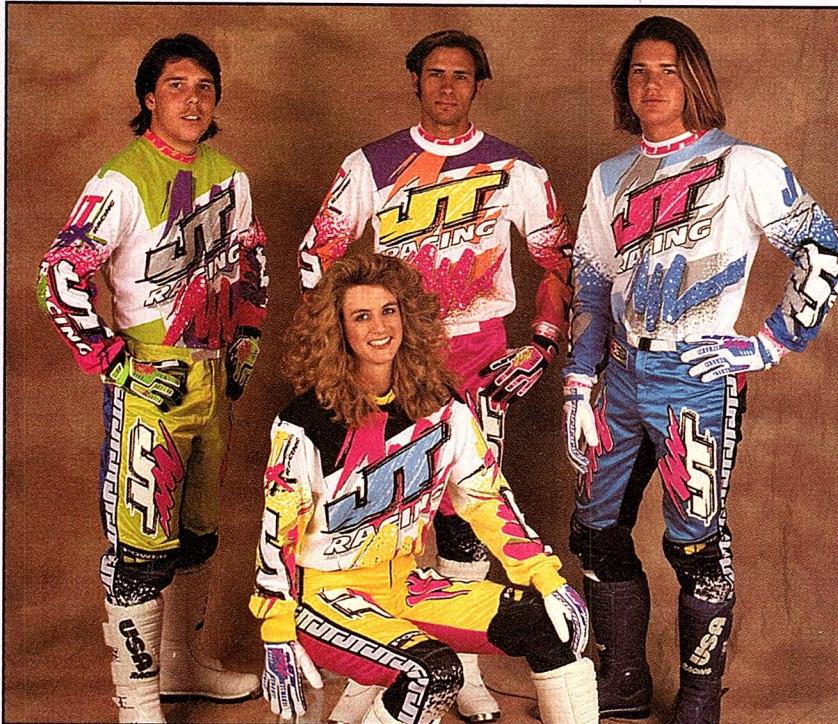
3.00-12	19.99
5.10-17	39.77
110/80-14	30.77
120/80-18	44.99
130/80-18	50.99
140/80-18	N/A
150/80-18	N/A
160/80-18	N/A
170/80-18	N/A
180/80-18	N/A
190/80-18	N/A
200/80-18	N/A
210/80-18	N/A
220/80-18	N/A
230/80-18	N/A
240/80-18	N/A
250/80-18	N/A
260/80-18	N/A
270/80-18	N/A
280/80-18	N/A
290/80-18	N/A
300/80-18	N/A
310/80-18	N/A
320/80-18	N/A
330/80-18	N/A
340/80-18	N/A
350/80-18	N/A
360/80-18	N/A
370/80-18	N/A
380/80-18	N/A
390/80-18	N/A
400/80-18	N/A
410/80-18	N/A
420/80-18	N/A
430/80-18	N/A
440/80-18	N/A
450/80-18	N/A
460/80-18	N/A
470/80-18	N/A
480/80-18	N/A
490/80-18	N/A
500/80-18	N/A
510/80-18	N/A
520/80-18	N/A
530/80-18	N/A
540/80-18	N/A
550/80-18	N/A
560/80-18	N/A
570/80-18	N/A
580/80-18	N/A
590/80-18	N/A
600/80-18	N/A
610/80-18	N/A
620/80-18	N/A
630/80-18	N/A
640/80-18	N/A
650/80-18	N/A
660/80-18	N/A
670/80-18	N/A
680/80-18	N/A
690/80-18	N/A
700/80-18	N/A
710/80-18	N/A
720/80-18	N/A
730/80-18	N/A
740/80-18	N/A
750/80-18	N/A
760/80-18	N/A
770/80-18	N/A
780/80-18	N/A
790/80-18	N/A
800/80-18	N/A
810/80-18	N/A
820/80-18	N/A
830/80-18	N/A
840/80-18	N/A
850/80-18	N/A
860/80-18	N/A
870/80-18	N/A
880/80-18	N/A
890/80-18	N/A
900/80-18	N/A
910/80-18	N/A
920/80-18	N/A
930/80-18	N/A
940/80-18	N/A
950/80-18	N/A
960/80-18	N/A
970/80-18	N/A
980/80-18	N/A
990/80-18	N/A
1000/80-18	N/A
1010/80-18	N/A
1020/80-18	N/A
1030/80-18	N/A
1040/80-18	N/A
1050/80-18	N/A
1060/80-18	N/A
1070/80-18	N/A
1080/80-18	N/A
1090/80-18	N/A
1100/80-18	N/A
1110/80-18	N/A
1120/80-18	N/A
1130/80-18	N/A
1140/80-18	N/A
1150/80-18	N/A
1160/80-18	N/A
1170/80-18	N/A
1180/80-18	N/A
1190/80-18	N/A
1200/80-18	N/A
1210/80-18	N/A
1220/80-18	N/A
1230/80-18	N/A
1240/80-18	N/A
1250/80-18	N/A
1260/80-18	N/A
1270/80-18	N/A
1280/80-18	N/A
1290/80-18	N/A
1300/80-18	N/A
1310/80-18	N/A
1320/80-18	N/A
1330/80-18	N/A
1340/80-18	N/A
1350/80-18	N/A
1360/80-18	N/A
1370/80-18	N/A
1380/80-18	N/A
1390/80-18	N/A
1400/80-18	N/A
1410/80-18	N/A
1420/80-18	N/A
1430/80-18	N/A
1440/80-18	N/A
1450/80-18	N/A
1460/80-18	N/A
1470/80-18	N/A
1480/80-18	N/A
1490/80-18	N/A
1500/80-18	N/A
1510/80-18	N/A
1520/80-18	N/A
1530/80-18	N/A
1540/80-18	N/A
1550/80-18	N/A
1560/80-18	N/A
1570/80-18	N/A
1580/80-18	N/A
1590/80-18	N/A
1600/80-18	N/A
1610/80-18	N/A
1620/80-18	N/A
1630/80-18	N/A
1640/80-18	N/A
1650/80-18	N/A
1660/80-18	N/A
1670/80-18	N/A
1680/80-18	N/A
1690/80-18	N/A
1700/80-18	N/A
1710/80-18	N/A
1720/80-18	N/A
1730/80-18	N/A
1740/80-18	N/A
1750/80-18	N/A
1760/80-18	N/A
1770/80-18	N/A
1780/80-18	N/A
1790/80-18	N/A
1800/80-18	N/A
1810/80-18	N/A
1820/80-18	N/A
1830/80-18	N/A
1840/80-18	N/A
1850/80-18	N/A
1860/80-18	N/A
1870/80-18	N/A
1880/80-18	N/A
1890/80-18	N/A
1900/80-18	N/A
1910/80-18	N/A
1920/80-18	N/A
1930/80-18	N/A
1940/80-18	N/A
1950/80-18	N/A
1960/80-18	N/A
1970/80-18	N/A
1980/80-18	N/A
1990/80-18	N/A
2000/80-18	N/A
2010/80-18	N/A
2020/80-18	N/A
2030/80-18	N/A
2040/80-18	N/A
2050/80-18	N/A
2060/80-18	N/A
2070/80-18	N/A
2080/80-18	N/A
2090/80-18	N/A
2100/80-18	N/A
2110/80-18	N/A
2120/80-18	N/A
2130/80-18	N/A
2140/80-18	N/A
2150/80-18	N/A
2160/80-18	N/A
2170/80-18	N/A
2180/80-18	N/A
2190/80-18	N/A
2200/80-18	N/A
2210/80-18	N/A
2220/80-18	N/A
2230/80-18	N/A
2240/80-18	N/A
2250/80-18	N/A
2260/80-18	N/A
2270/80-18	N/A
2280/80-18	N/A
2290/80-18	N/A
2300/80-18	N/A
2310/80-18	N/A
2320/80-18	N/A
2330/80-18	N/A
2340/80-18	N/A
2350/80-18	N/A
2360/80-18	N/A
2370/80-18	N/A
2380/80-18	N/A
2390/80-18	N/A
2400/80-18	N/A
2410/80-18	N/A
2420/80-18	N/A
2430/80-18	N/A
2440/80-18	N/A
2450/80-18	N/A
2460/80-18	N/A
2470/80-18	N/A
2480/80-18	N/A
2490/80-18	N/A
2500/80-18	N/A
2510/80-18	N/A
2520/80-18	N/A
2530/80-18	N/A
2540/80-18	N/A
2550/80-18	N/A
2560/80-18	N/A
2570/80-18	N/A
2580/80-18	N/A
2590/80-18	N/A
2600/80-18	N/A
2610/80-18	N/A
2620/80-18	N/A
2630/80-18	N/A
2640/80-18	N/A
2650/80-18	N/A
2660/80-18	N/A
2670/80-18	N/A
2680/80-18	N/A
2690/80-18	N/A
2700/80-18	N/A
2710/80-18	N/A
2720/80-18	N/A
2730/80-18	N/A
2740/80-18	N/A
2750/80-18	N/A
2760/80-18	N/A
2770/80-18	N/A
2780/80-18	N/A
2790/80-18	N/A
2800/80-18	N/A
2810/80-18	N/A
2820/80-18	N/A
2830/80-18	N/A
2840/80-18	N/A
2850/80-18	N/A
2860/80-18	N/A
2870/80-18	N/A
2880/80-18	N/A
2890/80-18	N/A
2900/80-18	N/A
2910/80-18	N/A
2920/80-18	N/A
2930/80-18	N/A
2940/80-18	N/A
2950/80-18	N/A
2960/80-18	N/A
2970/80-18	N/A
2980/80-18	N/A
2990/80-18	N/A
3000/80-18	N/A
3010/80-18	N/A
3020/80-18	N/A
3030/80-18	N/A
3040/80-18	N/A
3050/80-18	N/A
3060/80-18	N/A
3070/80-18	N/A
3080/80-18	N/A
3090/80-18	N/A
3100/80-18	N/A
3110/80-18	N/A
3120/80-18	N/A
3130/80-18	N/A
3140/80-18	N/A
3150/80-18	N/A
3160/80-18	N/A
3170/80-18	N/A
3180/80-18	N/A
3190/80-18	N/A
3200/80-18	N/A
3210/80-18	N/A
3220/80-18	N/A
3230/80-18	N/A
3240/80-18	N/A
3250/80-18	N/A
3260/80-18	N/A
3270/80-18	N/A
3280/80-18	N/A
3290/80-18	N/A
3300/80-18	N/A
3310/80-18	N/A
3320/80-18	N/A
3330/80-18	N/A
3340/80-18	N/A
3350/80-18	N/A
3360/80-18	N/A
3370/80-18	N/A
3380/80-18	N/A
3390/80-18	N/A
3400/80-18	N/A
3410/80-18	N/A
3420/80-18	N/A
3430/80-18	N/A
3440/80-18	N/A
3450/80-18	N/A
3460/80-18	N/A
3470/80-18	N/A
3480/80-18	N/A
3490/80-18	N/A
3500/80-18	N/A
3510/80-18	N/A
3520/80-18	N/A
3530/80-18	N/A
3540/80-18	N/A
3550/80-18	N/A
3560/80-18	N/A
3570/80-18	N/A
3580/80-18	N/A
3590/80-18	N/A
3600/80-18	N/A
3610/80-18	N/A
3620/80-18	N/A
3630/80-18	N/A
3640/80-18	N/A
3650/80-18	N/A
3660/80-18	N/A
3670/80-18	N/A
3680/80-18	N/A
3690/80-18	N/A
3700/80-18	N/A
3710/80-18	N/A
3720/80-18	N/A
3730/80-18	N/A
3740/80-18	N/A
3750/80-18	N/A
3760/80-18	N/A
3770/80-18	N/A
3780/80-18	N/A
3790/80-18	N/A
3800/80-18	N/A
3810/80-18	N/A
3820/80-18	N/A
3830/80-18	N/A
3840/80-18	N/A
3850/80-18	N/A
3860/80-18	N/A
3870/80-18	N/A
3880/80-18	N/A
3890/80-18	N/A
3900/80-18	N/A
3910/80-18	N/A
3920/80-18	N/A
3930/80-18	N/A
3940/80-18	N/A
3950/80-18	N/A
3960/80-18	N/A
3970/80-18	N/A
3980/80-18	N/A
3990/80-18	N/A
4000/80-18	N/A
4010/80-18	N/A
4020/80-18	N/A
4030/80-18	N/A
4040/80-18	N/A
4050/80-18	N/A
4060/80-18	N/A
4070/80-18	N/A
4080/80-18	N/A
4090/80-18	N/A
4100/80-18	N/A
4110/80-18	N/A
4120/80-18	N/A
4130/80-18	N/A
4140/80-18	N/A
4150/80-18	N/A
4160/80-18	N/A

CHAPARRAL

ORDER TOLL-FREE NATIONWIDE:
800-841-2960

The Nation's #1 Source for
Service • Selection • Savings

SAVE ON PACKAGE DEALS !
Pants • Jersey • Boots • Gloves



JT Power Pack II

- Power Pant II's feature Satinyl® nylon construction, Breathable 2" side spandex, Synthetic knee area and elastic cuffs. Yel/Pink, Pink/Purple, Lime/Pink, Cyan/Black. Sizes 28-38
- Stereo Concept Jerseys feature 75/25 cotton poly fabric, elbow pads, ribbed cuffs and collar, Bright JT all-over print graphics. Black/Yellow, Lime/Pink, Purple/Pink, Royal/Cyan. Sizes M-XL
- Half Breed II Gloves feature protective high density foam top on mesh, spandex side panels, Velcro® wrist closure. Blk/Pnk, Blk/Lime, Wht/Blu, Wht/Red. Sizes 5, 6, 7, 8, 9, 10, 11
- Ocelot Series-1 Boots feature leather construction, speed lace, Two large Velcro® closures and two leather straps secure fit.

219⁹⁹



AXO Series 100 pack

- Series 100 Pants feature Antron® nylon fabric, 3-color spandex, Clarino knee pads. Red/Black, Aqua/Black Sizes 24-42; Black/Purple Sizes 28-38
- Comp 4 Jerseys feature 100% Cotton construction, high memory cuffs and collar, Red/Orange, Aqua/Royal, Aqua/Green, Aqua/Rhodamine. Sizes S, M, L, XL
- Series 91 Gloves feature Neotech palm padding, wide elastic Velcro® closure cuff, protective Thermelweld graphics, Clarino® palm. Pink, Red/Black, Aqua/Purple, Aqua/Pink, Green/Pink. Sizes 8-11 (Aqua/Purple) size 8-12
- Ocelot Series-1 Boots feature leather construction, speed lace, Two large Velcro® closures and two leather straps secure fit. White, Red, Blue and Black. Sizes 6-13

Two Southern California Super Stores
• San Bernardino, 889 W. Mill St. (909) 889-2761
• El Cajon, 1198 E. Main Street (619) 593-1343

CHAPARRAL WAREHOUSE / MAIL-IN ORDERS 544 South Crescent Avenue San Bernardino, CA 92410
LOCAL / FOREIGN ORDERS 909-383-8244 • FAX 909-884-3183 Minimum phone order \$30.00. MasterCard, VISA, American Express, Discover, and COD accepted.
Extra fee for COD. \$4.95 shipping charge on most orders. Shipping charges for tires are \$4.95 per tire. Surcharge for non-UPS deliveries. Outside USA send \$5. for catalog.

AD# 9212 DR Must be mentioned to receive sale prices. Ad expires 12/31/92

CHAPARRAL

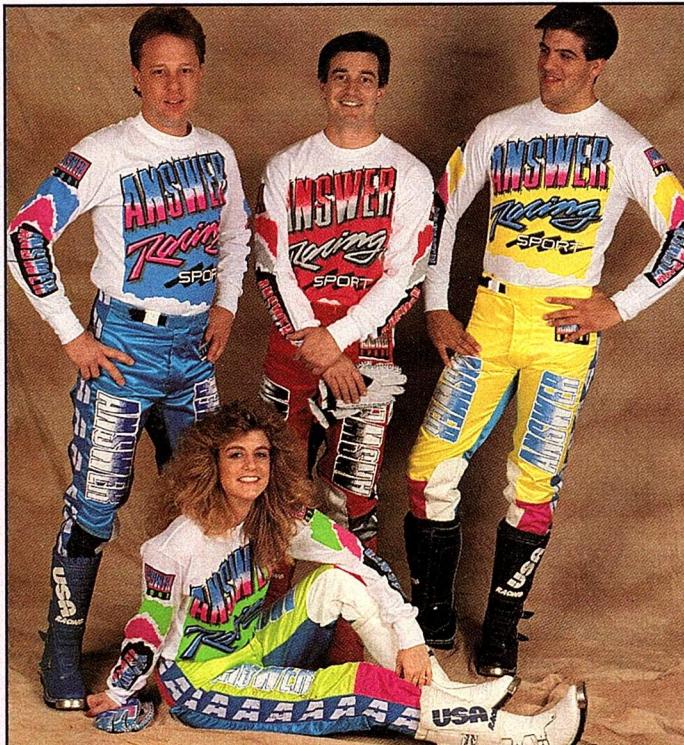
ORDER TOLL-FREE NATIONWIDE:
800-841-2960

The Nation's #1 Source for
Service • Selection • Savings

ANSWER Sport Pack

- **Sport Pants** feature Antron® nylon construction, extra-wide spandex, Clarino® knee area and foam hip pads. Red/Grey/Blk, Yel/Pink/Blue/Green/Pink/Blue, Blue/Blue Navy. Sizes 26-38
- **Sport Jerseys** feature 100% Cotton construction, Bright direct screened graphics. Red/Grey/Blk, Yel/Pink/Blue, Green/Pink/Blue, Blue/Navy. Sizes 26-38
- **E-1 Gloves** feature Protective high density foam top, spandex side panels, reinforced thumb area. Red/White or Blue/White. Sizes S, M, L, XL
- **Ocelot Series-1 Boots** feature leather construction, speed lace, Two large Velcro® closures and two leather straps secure fit. White, Red, Blue and Black. Sizes 6-13

199⁹⁹

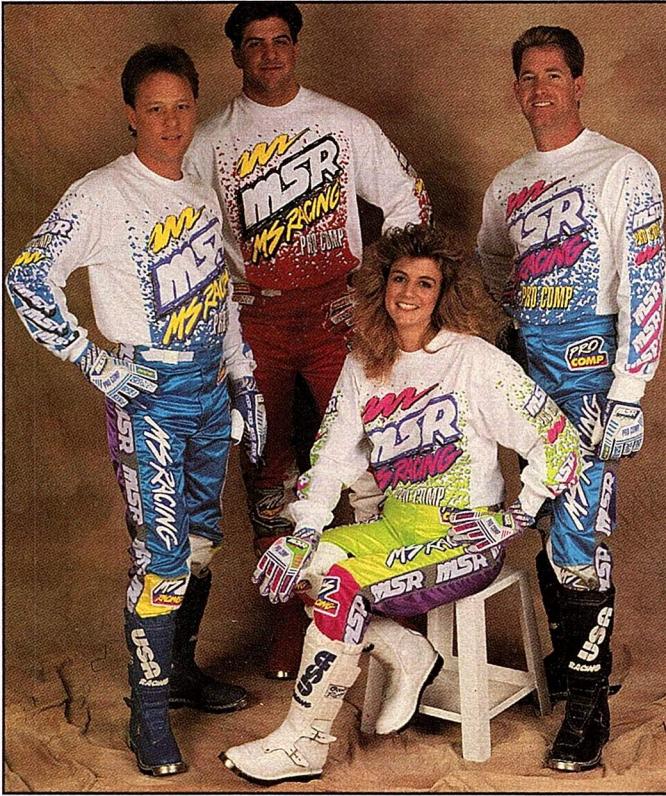


ANSWER

MSR Pro-Comp Pack

- **Pro-Comp Pants** feature Antron® Cordura nylon construction, 72mm spandex, Tricot lining, Clarino® knee area and foam hip pads. Blue/Blue/Grey, Red/Grey, Green/Purple/Pink, Blue/Purple/Yellow (blu/blu gry & red/gry size 28-44) grn/pur/pnk & blu/pur/yel size 22-40
- **Pro-Comp Jerseys** feature 100% Cotton construction, Bright direct screened graphics, elbow pads and long tail. White/Blue/Pink, White/Red, White/Blue, White/Green. Sizes S, M, L, XL
- **MSR Pro-Comp Glove** feature Protective high density Thermalweld top over mesh, spandex side panels, reinforced thumb area and Velcro®/elastic wrist closure. Blue Green, Red/Grey or Blue/Grey. Sizes S-XXL
- **Ocelot Series-1 Boots** feature leather construction, speed lace, Two large upper Velcro® closures and two leather straps secure fit. Wht, Red, Blu, Black. Sizes 6-13

199⁹⁹



MSR

Two Southern California Super Stores
• San Bernardino, 889 W. Mill St. (909) 889-2761
• El Cajon, 1198 E. Main Street (619) 593-1343

CHAPARRAL WAREHOUSE / MAIL-IN ORDERS 544 South Crescent Avenue San Bernardino, CA 92410
LOCAL / FOREIGN ORDERS 909-383-8244 • FAX 909-884-3183 Minimum phone order \$30.00. MasterCard, VISA, American Express, Discover, and COD accepted. Extra fee for COD. \$4.95 shipping charge on most orders. Shipping charges for tires are \$4.95 per tire. Surcharge for non-UPS deliveries. Outside USA send \$5. for catalog.

AD# 9212 DR Must be mentioned to receive sale prices. Ad expires 12/31/92

CHAPARRAL

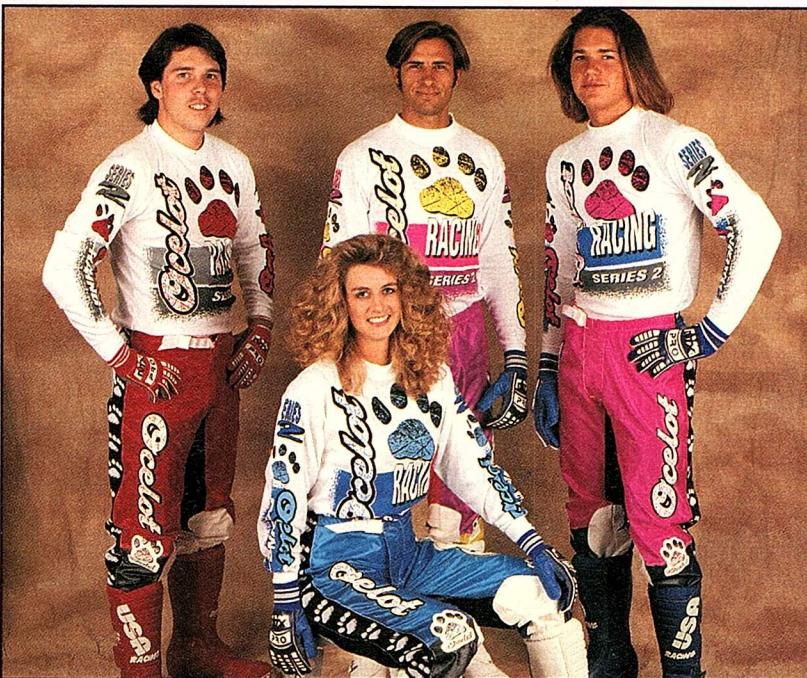
ORDER TOLL-FREE NATIONWIDE:
800-841-2960

The Nation's #1 Source for
Service • Selection • Savings

SAVE ON PACKAGE DEALS !

Pants • Jersey • Boots • Gloves

Ocelot



OCELOT Series-2 Pack

- Series-2 Pants feature Twill-Weave Antron® nylon construction, extra-wide spandex, Clarino® knee area and elastic cuffs. Red/Black, Aqua/Black, Purple/Pink, Magenta/Black. Sizes 22-42
- Series-2 Jerseys feature 50/50 Poly-Cotton construction, Bright direct screened graphics. Aqua/Royal, Red/Grey, Purple/Pink, Magenta/Royal. S, M, L, XL
- MX-Pro Gloves feature Protective high density foam top, spandex side panels for increased flexibility and air flow. Red or Blue. Sizes S, M, L, XL
- Ocelot Series-1 Boots feature leather construction, speed lace, Two large Velcro® closures and two leather straps secure fit. White, Red, Blue and Black. Sizes 6-13

159⁹⁹

Ocelot



OCELOT Series-2 Youth Pack

- Series-2 Pants feature Twill-Weave Antron® nylon construction, extra-wide spandex, Clarino® knee area and elastic cuffs. Red/Black, Aqua/Black, Purple/Pink, Magenta/Black. Sizes 6, 8, 10, 12, 14, 16, 18
- Series-2 Jerseys feature 50/50 Poly Cotton construction, Bright direct screened graphics. Aqua/Royal, Red/Grey, Purple/Pink, Magenta/Royal. Sizes S (6-8), M (10-12), L (14-16) XL (18)
- MX-Pro Gloves feature protective high density foam top, spandex side panels for increased flexibility and air flow. Red or Blue. Sizes XXS, S, M, L
- Ocelot Series-1 Boots feature leather construction, speed lace, Two large upper Velcro® closures and two leather straps secure fit. Wht, Red, Blu and Blk. Sizes 1-6

129⁹⁹

Two Southern California Super Stores
• San Bernardino, 889 W. Mill St. (909) 889-2761
• El Cajon, 1198 E. Main Street (619) 593-1343

CHAPARRAL WAREHOUSE / MAIL-IN ORDERS 544 South Crescent Avenue San Bernardino, CA 92410
LOCAL / FOREIGN ORDERS 909-383-8244 • FAX 909-884-3183 Minimum phone order \$30.00. MasterCard, VISA, American Express, Discover, and COD accepted.
Extra fee for COD. \$4.95 shipping charge on most orders. Shipping charges for fires are \$4.95 per fire. Surcharge for non-UPS deliveries. Outside USA send \$5. for catalog.

AD# 9212 DR Must be mentioned to receive sale prices. Ad expires 12/31/92

CHAPARRAL

ORDER TOLL-FREE NATIONWIDE:
800-841-2960

The Nation's #1 Source for
Service • Selection • Savings

O'NEAL Pro-Lite Pack

- Pro-Lite Pants feature Antron® nylon fabric, wide spandex, Clarino® kneepads and elastic cuffs. Red/Black, Flo.Yel/Aqua, and Aqua. Sizes 22-42
- Pro-Lite Jerseys feature 100% Cotton construction, bright new graphics Blu/Aqua, Flo. Yel/Aqua, Red/Yellow Sizes S,M,L,XL
- Pro-Lite Gloves feature high density foam top over mesh, Spandex side panels, elastic cuff. Red or Blue Sizes 1-2, 3-4, 5,6,7,8,9,10,11,
- Ocelot Series-1 Boots feature leather construction, speed lace, Two large upper Velcro® closures and two leather straps secure fit. White, Red, Blue and Black. Sizes 6-13.

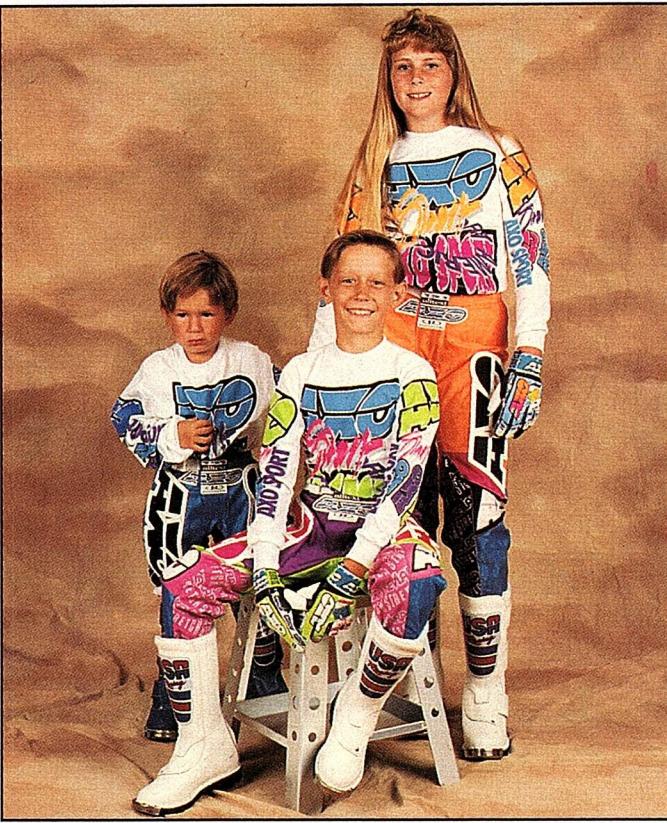
199⁹⁹



O'NEAL

AXO Kids Pack

- Series 131 Pants feature Alltext nylon fabric, new redesigned fit, Bio-foam thigh logo, sublimated stretch Kevlar®, wide 3-color spandex and double stitched seams. Made in Finland. Aqua/Black, Purple/Green/Pink, Orange/Rhodamine/Black. Sizes 22-26
- Comp 4 Jerseys feature 100% Cotton construction, bright direct screened Comp 4 graphics. High memory cuffs and collar. Red/Orange, Aqua/Royal, Aqua/Green, Aqua/Rhodamine. Sizes S, M, L
- Series 91 Gloves feature Neotech palm padding, wide elastic Velcro® closure cuff, protective Thermalweld graphics, Clarino® palm. Aqua/Purple, Aqua/Pink, Green/Pink. Sizes 5, 6, 7
- Ocelot Series-1 Boots feature leather construction, speed lace, Two large Velcro® closures and two leather straps secure fit. White, Red, Blue and Black. Sizes 1-6



AXO

Two Southern California Super Stores

- San Bernardino, 889 W. Mill St. (909) 889-2761
- El Cajon, 1198 E. Main Street (619) 593-1343

CHAPARRAL WAREHOUSE / MAIL-IN ORDERS 544 South Crescent Avenue San Bernardino, CA 92410
LOCAL / FOREIGN ORDERS 909-383-8244 • FAX 909-884-3183 Minimum phone order \$30.00. MasterCard, VISA, American Express, Discover, and COD accepted. Extra fee for COD. \$4.95 shipping charge on most orders. Shipping charges for tires are \$4.95 per tire. Surcharge for non-UPS deliveries. Outside USA send \$5. for catalog.

AD# 9212 DR Must be mentioned to receive sale prices. Ad expires 12/31/92

CHAPARRAL

The Nation's #1 Source for
Service • Selection • Savings

ORDER TOLL-FREE NATIONWIDE:
800-841-2960



34⁹⁹

Griffin Open Face

Constructed of a Lexan® resin shell, this economically priced helmet features an energy absorbing polystyrene liner and 5-snaps for shields or visors. White, Red, Yellow, Blue, Black. Sizes S, M, L, XL, and Childs Adjustable (not available in black)



45⁹⁹

Griffin G375 Youth MX

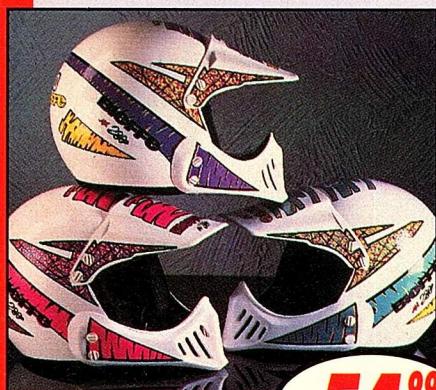
Featuring a polycarbonate shell, 3-snap visor, brushed nylon liner. Wide opening for goggles. Child's adjustable helmet comes with a fit kit for proper sizing. Meets D.O.T. approval. (Blue not pictured). Colors available: Red, White, or Black.



49⁹⁹

Bieffe 2800 MX

Bieffe's Off-Road polycarbonate helmet can be used as full face or open face with its removable mouthguard. EMS impact liner and washable terry interior. DOT approved. White/Lt. Blue/Blue, White/Red/Blue, White, Sizes XS, S, M, L, XL.



54⁹⁹

Bieffe 280MX

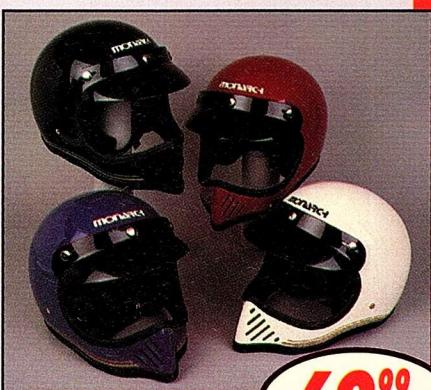
Bieffe's Off-Road polycarbonate helmet with special MX custom graphics. Open face design with built in visor, bolt-on roost guard allows use of snap-on mouthguard. EPS impact liner, washable terry cloth interior. DOT certified. White/Pink, White/Purple. S, M, L, XL, XXL.



56⁹⁹

Griffin 707

Featuring a Lexan® polycarbonate shell, 1-piece shell construction, wide eye port, goggle strap recess and terry cloth liner. Peak style visor inc. Blue, Red, White, Black, Green. Sizes XS, S, M, L, XL.



62⁹⁹

Monarch Youth Full Face

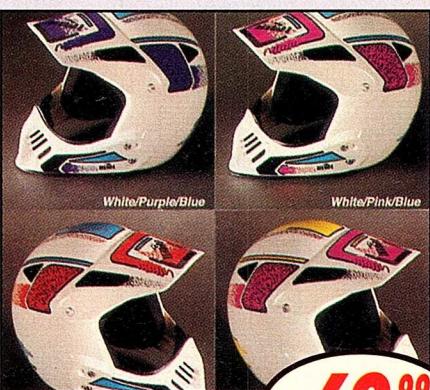
A true childrens size helmet. Hand laminated fiberglass shell with expanded polystyrene covered with Tylon fabric. Complete with visor. DOT approved. Black, Red, White, Dark Blue. Sizes S, M, L.



64⁹⁹

Jeb's Off Road

Features include an adjustable mouth guard, and two-piece construction with an air channelled visor. Hi-Tech graphics in team colors spice up the polycarbonate shell. Terry cloth interior. White/Blue/Blue, White/Pink/Blue, White/Green/Blue, White/Red/Black. Sizes XS, S, M, L, XL.



69⁹⁹

Kiwi K460

Features include a rugged light-weight Lexan® Polycarbonate shell, soft padded interior, padded chin bar and stylish racing peak visor. DOT approved. Red/White/Blue, White/Pink/Yellow, White/Purple/Blue and White/Pink/Blue. Sizes XS, S, M, L, XL.



74⁹⁹

Bieffe 280SX

DOT certified, this helmet features a bolt-on visor and mouthguard. Also featured is a slide bar retention system and a painted polycarbonate shell with custom textured graphics. White/Hot Pink/Green/Light Blue, White/Purple/Fuchsia/Light Blue. Sizes S, M, L, XL, XXL.

Two Southern California Super Stores

- San Bernardino, 889 W. Mill St. (909) 889-2761
- El Cajon, 1198 E. Main Street (619) 593-1343

CHAPARRAL WAREHOUSE / MAIL-IN ORDERS 544 South Crescent Avenue San Bernardino, CA 92410

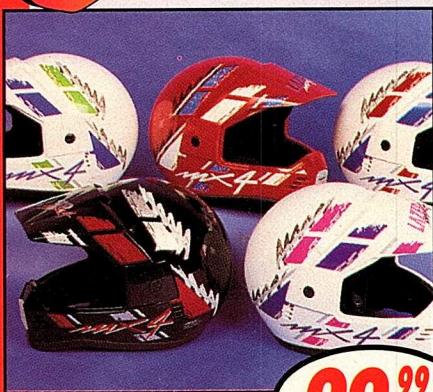
LOCAL / FOREIGN ORDERS 909-383-8244 • FAX 909-884-3183 Minimum phone order \$30.00. MasterCard, VISA, American Express, Discover, and COD accepted. Extra fee for COD. \$4.95 shipping charge on most orders. Shipping charges for tires are \$4.95 per tire. Surcharge for non-UPS deliveries. Outside USA send \$5. for catalog.

AD# 9212 DR Must be mentioned to receive sale prices. Ad expires 12/31/92

CHAPARRAL

The Nation's #1 Source for
Service • Selection • Savings

ORDER TOLL-FREE NATIONWIDE:
800-841-2960



Lazer MX4

NEW Snell approved design. Made of IMAC (Impact Modified Alloy Composite), this MX4 is a multi-purpose helmet with a two-position motocross-type visor. Terry-cloth interior White/Pink/Purple, White/Red/Blue, White/Green/Blue, Red/Blue/White, Black/White/Red. XS, S, M, L, XL.

99.99



HJC FGX-2

Fiberglass shell with expanded polystyrene liner, adjustable visor and washable terry cloth interior. DOT and Snell 90 approved. White/Blue/Blue, White/Red/Blue, White/Green/Blue, White/Pink/Blue, White/Yellow/Blue, White/Black/Red, Black/Silver/Blue, White. XS, S, M, L, XL (XXL \$139.95)



NEW! Shoei FX-2

Fiberglass construction with plush ventilated brush nylon interior. Newly designed visor with vented openings to minimize helmet lift. Rubber goggle grabber and padded chin strap. Snell and DOT approved. White, White/Pink/Blue, White/Green/Blue, Black/Pink/Purple, White/Blue/Blue. Sizes XS, S, M, L, XL.

159.99

Two Southern California Super Stores
• San Bernardino, 889 W. Mill St. (909) 889-2761
• El Cajon, 1198 E. Main Street (619) 593-1343

JX-56



Bieffe BX-6

Kevlar®/fiberglass shell. Goggle strap groove keeps goggle in place. Full front ventilation. Visor is designed in European styling. Terry cloth liner offers moisture absorption and a breathable fit. DOT and Snell certified. Blue/Blue, White/Red/Blue, White/Red/Black, White/Green/Blue. JR, S, M, L, XL, XXL.

99.99



Bieffe BX-6 Splatter

Same basic features in design and fit as the standard BX-6. Fiberglass/Kevlar® mix. Wild splatter colors are covered with a clear laminate to protect finish. DOT and Snell approved. White/Teal, White/Purple and "Wild" paint schemes. S, M, L, XL, XXL

129.99



Bieffe BX-6 Replica

Same basic features in design and fit as the standard BX-6. Fiberglass/Kevlar® mix. Replicas of helmets worn by European MX stars Leisk-Fl.Org/Blue, De Berk-Fl.Pink/Purple, Herring-Fl.Green/Blue, and Whatley-Blue/Blue. DOT and Snell approved. S, M, L, XL, XXL

109.99



Lazer Pro

Made of IMAC (Impact Modified Alloy Composite). Two open close vents on top of shell, just below visor. Detachable/washable terry liner. Complete with extra interior pads. Anti-skid patch and wide opening for goggles. Snell approved. White/Black/Pink, White/Blue/Red, White/Pink/Yellow. Sizes XS, S, M, L, XL.

129.99



Bieffe Hi-Tech

Featuring the newest in technology and design, the Hi-Tech offers Carbon/Kevlar® mix shell, removable interior, scalp and chin bar ventilation, D-Ring fasteners, goggle strap grip. DOT and Snell certifications. White/Lt.Blue/Pink/Black, White/Blue/Lt.Blue/Pink, White/Blue/Red/Black, Solid White (\$189.99). Sizes: S, M, L, XL, XXL

199.99



NEW! Shoei VFX

A truly professional helmet. Fully vented and extremely lightweight shell, removable liner is washable. Complete with Troy Intrepid visor and Interchangeable chin vents. Snell 90 and DOT approved. White/Blue/Green, White/Red/Black, White/Blue/Pink, (Solid White \$289.99) Sizes S, M, L, XL.

379.99

CHAPARRAL WAREHOUSE / MAIL-IN ORDERS 544 South Crescent Avenue San Bernardino, CA 92410

LOCAL / FOREIGN ORDERS 909-383-8244 • FAX 909-884-3183 Minimum phone order \$30.00. MasterCard, VISA, American Express, Discover, and COD accepted. Extra fee for COD. \$4.95 shipping charge on most orders. Shipping charges for tires are \$4.95 per tire. Surcharge for non-UPS deliveries. Outside USA send \$5. for catalog.

AD# 9212 DR Must be mentioned to receive sale prices. Ad expires 12/31/92

CHAPARRAL

The Nation's #1 Source for
Service • Selection • Savings

ORDER TOLL-FREE NATIONWIDE:
800-841-2960



MX/Enduro Glove

Features leather construction with spandex® between fingers for added flexibility and breathability. Elastic cuff. Clean design and colors add flare to this affordable alternative. Red or Blue. Kid's sizes XXS, XS. Adult sizes S, M, L, XL.

10⁹⁹



O'Neal Pro-Lite

Feature high density poly-urethane foam padding, stitched over mesh fabric for increased ventilation. Spandex® side panels offer added flexibility and double reinforced thumb with snug fitting elastic cuff. Blue, Red. Kid's sizes : 1-2, 3-4, 5-6, 7. Adult Sizes: 8, 9, 10, 11.

18⁹⁹



Answer E-1

This economical glove offers comfort, protection, and durability, at a great price! Vented polyurethane top over mesh, spandex sides, elastic wrist and reinforced thumb area. Red/White or Blue/White. Sizes S, M, L, XL

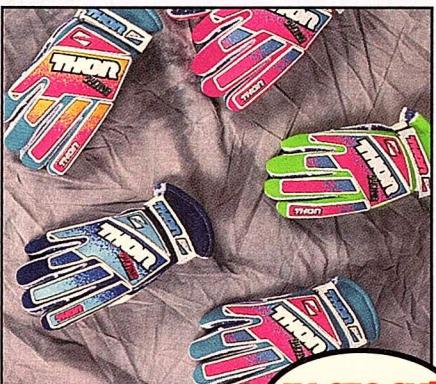
18⁹⁹



Ocelot Series-1

Full foam backhand protection, spandex side panels to help increase flexibility and breathability, Velcro® closures on wrist, synthetic leather palms make these gloves completely washable! Colors available: Pink, Red, or Blue. Sizes : S, M, L, XL.

19⁹⁹



Thor Supermesh Gloves

Supermesh gloves feature a mesh backing for ventilation and woven Spandex between the fingers, Velcro® closure assures a snug and comfortable fit. Amara palm material works great in all weather conditions. Adult Pink/Pink, Aqua/Yellow, Royal/Aqua. Sizes S, M, L, XL. Kids Aqua/Pink, Lime/Pink. Sizes XS, S, M, L.

IN STOCK!



O'Neal World Force

Most featured packed gloves that O'Neal has ever offered. Features include colorful Thermalweld top, cool mesh fabric back, synthetic palm, Spandex® side panels, O'Neals exclusive terry lined elastic/Velcro® wrist closure. Machine washable. Red, Black, Blue, Pink. Sizes - Kids 5, 6, 7. Adult 8, 9, 10, 11.

23⁹⁹



MSR Pro-Comp Glove

Featuring Thermo-Weld graphics, action stretch spandex between fingers, durable synthetic palm, padded back and fingers. Lightweight and comfortable design. Available in : Blue/Green, Blue/Grey, Red/Grey. Sizes : S, M, L, XL, XXL.

25⁹⁹



JT Half Breed II

Polyurethane embossed protective top over mesh fabric for ventilation. Spandex side panels, and Velcro® wrist strap secures fit. Black/Pink, Black/Lime, White/Blue, White/Red. Sizes 5- 11

26⁹⁹



Sinisalo Sport Glove

All NEW! This economical glove not only offers comfort, protection, and durability, it looks great too! The heavy-duty construction features full coverage foam padding, synthetic palm, Velcro® wrist strap, and Kevlar® reinforced thumb. Machine washable. Blue, Pink, Red. (Green not shown) Sizes : 8, 9, 10, 11.

26⁹⁹

Two Southern California Super Stores

- San Bernardino, 889 W. Mill St. (909) 889-2761
- El Cajon, 1198 E. Main Street (619) 593-1343

CHAPARRAL WAREHOUSE / MAIL-IN ORDERS 544 South Crescent Avenue San Bernardino, CA 92410

LOCAL / FOREIGN ORDERS 909-383-8244 • FAX 909-884-3183 Minimum phone order \$30.00. MasterCard, VISA, American Express, Discover, and COD accepted. Extra fee for COD. \$4.95 shipping charge on most orders. Shipping charges for tires are \$4.95 per tire. Surcharge for non-UPS deliveries. Outside USA send \$5. for catalog.

AD# 9212 DR Must be mentioned to receive sale prices. Ad expires 12/31/92

CHAPARRAL

The Nation's #1 Source for
Service • Selection • Savings

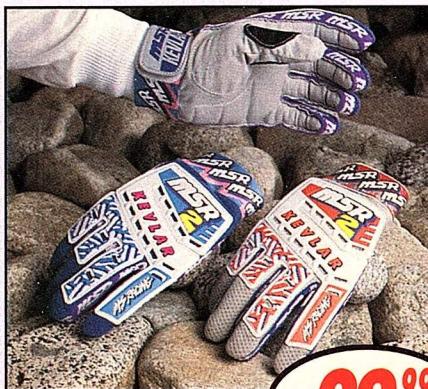
ORDER TOLL-FREE NATIONWIDE:
800-841-2960



Answer A-4™ Glove

Pre-curved cut, embossed finger gussets, synthetic leather palm, mesh top, and knit finger spandex. Lifetime guarantee by the manufacturer. Pink/Blue/Yellow, Red/Black/Grey, Green/Blue/Pink, Blue/Navy/Pink. Sizes : XS, S, M, L, XL.

28.99



MSR-2 Kevlar®

The MSR-2 Kevlar® offers eye catching Thermo-Weld graphics in radiant color combinations. Kevlar® padded thumb area, new quick-n-easy wrist strap. Durable synthetic leather palm, stretch spandex between fingers. Blue/Pink, Grey/Orange. Sizes S, M, L, XL.

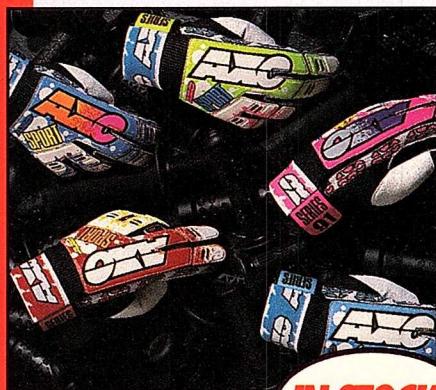
29.99



Thor Viking Glove

A light-weight urethane high density foam padding is bonded to Lycra skin with an injection molded covering on the back of hand and knuckles. Synthetic palm material and Velcro® wrist closure. Pink, Royal, Lime, Aqua and Red. Sizes S, M, L, XL.

IN STOCK!



AXO Series 91 Gloves

Series 91 gloves feature Neotech palm padding, wide elastic Velcro® closure cuff, protective Thermalweld graphics, Clarino® palm. Pink, Red/Black, Aqua/Purple, Aqua/Pink, Green/Pink. Sizes 8-11 (Aqua/Purple) size 8-12) Kids available in Aqua/Purple, Aqua/Pink, Green/Pink. Sizes 5, 6, 7.

IN STOCK!



Answer AK-7 Kevlar®

Seven features including durable Kevlar®, thick padded back, washable synthetic leather palm, knit finger Spandex®. NEW easy wrist strap, cool mesh top, pre-curved fit. Lifetime guarantee from the manufacturer. Purple/Yellow, Blue/Pink, Red/Yellow, Pink/Yellow. Available in sizes : S, M, L, XL, XXL.

32.99



AXO Series 36 Gloves

Constructed with synthetic Clarino® palm material, vented injected molded plastic back and fingers, new wide Velcro® elastic cuff closure. Machine washable. Blue, Aqua/Pink. Sizes 8, 9, 10, 11.

IN STOCK!



O'Neal Geo-3 Glove

The Geo-3 features sublimated Lycra with full coverage foam padding, extended deflector cuff, elastic wrist closure, Clarino® palm, Kevlar® reinforced thumb. Made in Finland. One year manufacturer warranty. Pink, Blue, Black, or Red. Sizes 8, 9, 10, 11, 12.

35.99



JT Concept Glove

Kevlar® palm pad and wrap around Kevlar® thumb pad. Other features include an exclusive palm bumper at the heel of your hand and double wrap wrist closure. Black/Yellow, Royal/Cyan, Lime/Pink, Purple/Pink. Sizes 8, 9, 10, 11.

36.99



Sinisalo SCD AIR

Dual color BioFoam padding, die cut vents, mesh lining, Clarino® palm, Velcro wrist strap, and a Kevlar® thumb. This glove has been constructed with all the premium components for durability, protection, and comfort. Pink/Black, Green/Pink, Blue/Black, Pink/Yellow, Red/Black. Sizes 8, 9, 10, 11.

39.99

Two Southern California Super Stores

- San Bernardino, 889 W. Mill St. (909) 889-2761
- El Cajon, 1198 E. Main Street (619) 593-1343

CHAPARRAL WAREHOUSE / MAIL-IN ORDERS 544 South Crescent Avenue San Bernardino, CA 92410

LOCAL / FOREIGN ORDERS 909-383-8244 • FAX 909-884-3183 Minimum phone order \$30.00. MasterCard, VISA, American Express, Discover, and COD accepted. Extra fee for COD. \$4.95 shipping charge on most orders. Shipping charges for tires are \$4.95 per tire. Surcharge for non-UPS deliveries. Outside USA send \$5. for catalog.

AD# 9212 DR Must be mentioned to receive sale prices. Ad expires 12/31/92

CHAPARRAL

The Nation's #1 Source for
Service • Selection • Savings

ORDER TOLL-FREE NATIONWIDE:
800-841-2960



O'Neal Rok Jacket II

Injection molded plastic front, back and shoulder protection sewn to lightweight vinyl covered foam padding for flexibility. Adjustable elastic straps. Wht/Blue, Wht/Red. (youth size \$36.99)

36⁹⁹



Ocelot Chest Protector

Injection molded plastic front, back and shoulder protection sewn to lightweight vinyl covered foam padding for flexibility. Adjustable elastic straps. Wht/Blue, Wht/Red. (youth size \$36.99)

39⁹⁹



Thor Jr. Pro Armor

This scaled down version offers all of the quality, features, and design of the adult Thor protectors. Injection molded "verta-spine" provides lateral support and protection. Mesh side panels and padded back. White/Red, White/Blue. (optional elbow guards \$18.99)

IN STOCK!



Acerbis Full Flex

Flexible upper body protection system by Acerbis. Hinged spring loaded panels in both the front and back for total freedom of movement. Fully adjustable arm and side straps, fully vented, lightweight injection molded plastic. Red, Yellow, Black, Green, Fuchsia, White, Blue and Day-Glo Orange.

82⁹⁹



O'Neal Rok-Blok/Rok Shield

O'Neals maximum protection with minimum weight. Rok Blok offers full protection while the Rok Shield is designed for front coverage only. Blue, Red, White/Red, White/Blue, Aqua/Blue, Pink/Blue, Green/Blue. (Rok Shield is \$72.99)

94⁹⁹



O'Neal S.D.S. Protector

Injection molded plastic, nylon tricot covers foam padding which in turn lines the shoulders and trim of the chest protector for the best in comfort. Can be converted into 4 different protectors. Flo. Red, White/Blue, Aqua/Blue, Pink/Blue.

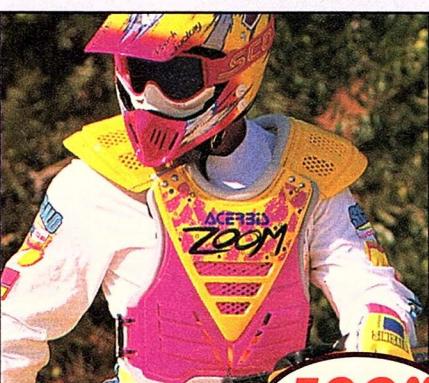
98⁹⁹



IN STOCK!

Thor Mach 5

Maximum coverage with minimum restriction. Full front and rear coverage, intercooler venting system, wrap around upper arm guards and padded neck roll. White/Blue and White/Red.



Acerbis Full Zoom

Fully net suspended shoulder cups. Arm guards that are isolated from the shoulder for a greater level of protection and comfort. Back panel, full kidney guards, adjustable side and arm straps, foam cell padding. Fl/Red/White, Blue/Green, White/White, Yel/Fuchsia, Blue/White, White/Red, Purple/Red/Yellow/Black, Grey/Fuchsia.

109⁹⁹



AXO Pentagon

Injection molded plastic, completely interchangeable and rebuildable. The Pentagon allows you to create your own personal design and application. White/Aqua-Green/Blue, White/Aqua-Aqua/Pink/Yellow, White/Pink-Pink/Aqua, Flo. Red/Black, Blue/Pink, Pink/Aqua, Blue/Black.

IN STOCK!

Two Southern California Super Stores

- San Bernardino, 889 W. Mill St. (909) 889-2761
- El Cajon, 1198 E. Main Street (619) 593-1343

CHAPARRAL WAREHOUSE / MAIL-IN ORDERS 544 South Crescent Avenue San Bernardino, CA 92410

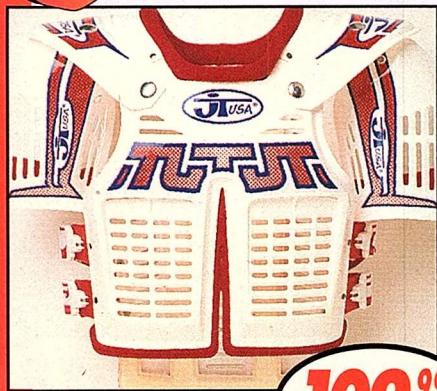
LOCAL / FOREIGN ORDERS 909-383-8244 • FAX 909-884-3183 Minimum phone order \$30.00. MasterCard, VISA, American Express, Discover, and COD accepted. Extra fee for COD. \$4.95 shipping charge on most orders. Shipping charges for tires are \$4.95 per tire. Surcharge for non-UPS deliveries. Outside USA send \$5. for catalog.

AD# 9212 DR Must be mentioned to receive sale prices. Ad expires 12/31/92

CHAPARRAL

The Nation's #1 Source for
Service • Selection • Savings

ORDER TOLL-FREE NATIONWIDE:
800-841-2960



JT V2000

Injection molded plastic, long back and front with arms. Arms are secured by a single pivot for easier movement. Spandex straps lock quickly into place with JT Sure-Lok Clips. Special foam rib design offers maximum protection with minimum weight. White/Red or White/Blue.

109 99



Thor After Shock

Free floating shoulder system allows total freedom of movement. Energy absorbing foam pads, removable arm guards, improved air flow design. Molded box rib design adds strength. Yellow/Pink/Yellow, White/Red/White, Royal/Aqua/White, White/Royal/White.

IN STOCK!



Answer Pro-Tek

Non-binding comfort and protection. Offered in both a Full-Style (front and back), or Lite-Style (front only). Both come with arm pieces and soft Lycra covered foam. Red/White/Black, Blue/White/Navy, Grn/Wht/Blue, Yell/Wht/Pink, Pink/Wht/Blue. (Lite \$80.99)

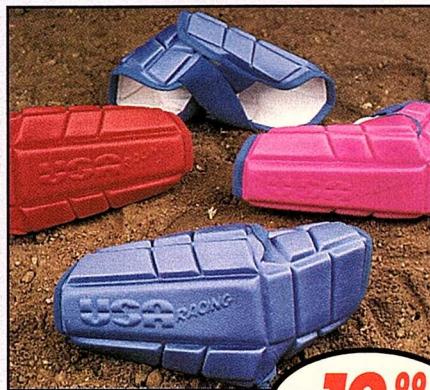
116 99



AXO Pentagon Replicas

AXO's interchangeable protector is now available in color combinations only the pros thought they could get! Stanton-Blue/Black, Bradshaw-Pink/Purple, Team Peak-Blue/Yellow, Kehoe-Red/Yellow, Jeff Ward-Blue/Yellow, Mercedes-Purple/Black.

IN STOCK!



Ocelot Elbow Guards

Light-weight, form fitting, and comfortable! Ocelot elbow pads feature urethane foam padding bonded to a bright Lycra. Terry cloth interior for comfort, cross pattern elastic resists binding. Red, Blue, Pink.

19 99



O'Neal Pro-Lite Belt

Vented mesh construction for constant cooling and ventilation. Four anatomically designed polymer back stays for increased support. Three flap Velcro® closure. Blue/White, White/Red, White/Blue, Red/White. Available in Blue/White for Kid's.

19 99



Gold Belt "Team"

24 square inch VELCRO® hook, K-Loop breathing panel, five sturdy stays for optimum support, and will fit waist sizes 27" to 36" and is constructed 8" high. Red/White, Gold/Black, Red/Black, Blue/Black, Yellow/Blue, Yellow/Black, Yellow/Red, Red with Red/Wht/Blue, Blue/Yellow, Blue with Rd/Wht/Blu, Black.

23 99



AXO Bio Foam

Tough urethane foam bonded to a bright Lycra covering offers a durable yet light-weight kidney belt. Two Velcro® straps allow a snug and perfect fit. Added foam piece attaches with Velcro® to offer extra protection to the back area. Black, Aqua, Pink.

IN STOCK!



AXO Kids Superbelt

Designed after the popular adult superbelt. Super flexible injection molded plastic, wide elastic flap and genuine Velcro® closure. Red, Blue, Pink. Fits waist sizes 24"-28".

IN STOCK!

Two Southern California Super Stores

- San Bernardino, 889 W. Mill St. (909) 889-2761
- El Cajon, 1198 E. Main Street (619) 593-1343

CHAPARRAL WAREHOUSE / MAIL-IN ORDERS 544 South Crescent Avenue San Bernardino, CA 92410

LOCAL / FOREIGN ORDERS 909-383-8244 • FAX 909-884-3183 Minimum phone order \$30.00. MasterCard, VISA, American Express, Discover, and COD accepted. Extra fee for COD. \$4.95 shipping charge on most orders. Shipping charges for tires are \$4.95 per tire. Surcharge for non-UPS deliveries. Outside USA send \$5. for catalog.

AD# 9212 DR Must be mentioned to receive sale prices. Ad expires 12/31/92

CHAPARRAL

The Nation's #1 Source for
Service • Selection • Savings

ORDER TOLL-FREE NATIONWIDE:
800-841-2960



28⁹⁹

JT Double Action Belt

Unique orthopedic design results in localized pressure to critical lower back area. Two Velcro® straps and two adjustable support/pressure straps gives double support with extra comfort. Red/White, Blue/White, Black/Red.



IN STOCK!

Thor Sport Belt

Molded Lycra/foam over a vented mesh rear panel. Double-pull elastic, wide Velcro® closure. Thermalweld graphics. Aqua, Lime, Flo. Red, Pink. Fits waist sizes 28"-38".



31⁹⁹

O'Neal Geo-Foam Belt

Constructed with Lycra® covered urethane foam, offers incredible support and some impact absorption properties. Four flap Velcro® design gives simple and perfect fit. Special Lumbar support pads allow you to adjust to any shape back. Blue, Red, Black, Aqua, Pink.



32⁹⁹

Sinisalo Flex Guard

Now Sinisalo offers you a Bio-Foam belt! Molded foam bonded with an exterior Lycra material, these belts offer great support and function. Colors Blue or Black.



34⁹⁹

Acerbis Air Wrap

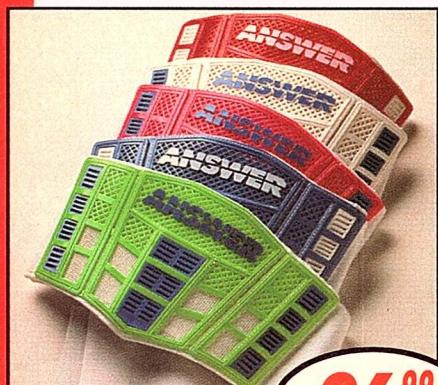
This belt incorporates a molded plastic shield for protection of the lower spine area and features soft form fitting plastic to help maximize kidney support. Double elastic flaps. Fuchsia, Grey, Red, Aqua.



36⁹⁹

Sinisalo SCD Belt

Sinisalo has designed their SCD Belt for the serious rider. Constructed with Bio-foam base protection covered in Lycra, this belt also features plastic inserts, 2-stage Velcro® strap. Green/Blue, Pink/Blue, Red/Grey, Blue/Grey. Fits waist sizes 28" to 38".



36⁹⁹

Answer Pro-Form

Anatomically designed independent panels feature pop-stays of different densities to give you the exact amount of support needed. Red/White, White/Blue, Pink/Blue, Blue/White, Green/Blue. Sizes Medium (32"-36") or Large (38"-42").



IN STOCK!

AXO Axis

Self adjusting Velcro® and elastic straps, four position height adjustment stiffer center section Bio-foam padding, 2-color injection molded logo. Red/White, Blue/White, White/Pink, Black/Yellow/Pink, Purple. Fits waist sizes 28"-34". (36"-42" \$44.99)



IN STOCK!

Thor Vertabelt

Injection molded, articulated back support non-restricted design. Bonded Lycra/foam base contours around body. Vented mesh side panels with Velcro® closure straps. White/Aqua/Blue, Yellow/Pink/Blue, White/Flo. Pink/Black, Lime/Pink/Blue, Flo.Red/White/Grey. Fits waist sizes 28"-40".

Two Southern California Super Stores

- San Bernardino, 889 W. Mill St. (909) 889-2761
- El Cajon, 1198 E. Main Street (619) 593-1343

CHAPARRAL WAREHOUSE / MAIL-IN ORDERS 544 South Crescent Avenue San Bernardino, CA 92410

LOCAL / FOREIGN ORDERS 909-383-8244 • FAX 909-884-3183 Minimum phone order \$30.00. MasterCard, VISA, American Express, Discover, and COD accepted. Extra fee for COD. \$4.95 shipping charge on most orders. Shipping charges for tires are \$4.95 per tire. Surcharge for non-UPS deliveries. Outside USA send \$5. for catalog.

AD# 9212 DR Must be mentioned to receive sale prices. Ad expires 12/31/92

CHAPARRAL

ORDER TOLL-FREE NATIONWIDE:
800-841-2960

The Nation's #1 Source for
Service • Selection • Savings



Ocelot Boot Bag

This bag helps keep unwanted dirt away from clean riding gear. Nylon construction, sturdy zipper and nylon web carrying straps make hauling your boots around a snap! Blue only.

14⁹⁹



Ocelot Helmet Bag

Protect your helmet with this plush lined interior. Nylon web carry straps and exclusive "D" ring slip hole enables you to secyre helmet to your bike or rack. Blue, Red or Black.

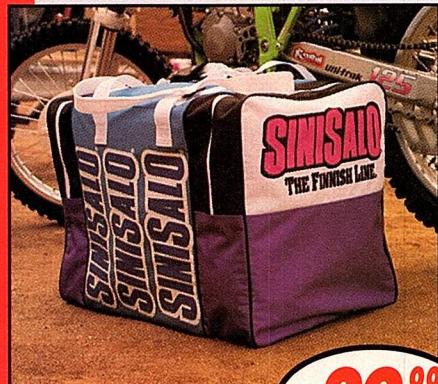
15⁹⁹



Ocelot Gear Bag

SUPER SAVINGS! NEW LOWER PRICE!
This jumbo gear bag features two large end compartments and an extra large center compartment. Heavy duty nylon construction. Measures 23"x18"x16" HURRY - LIMITED SUPPLY!

24⁹⁷



Sinisalo Gear Bag

Ideal for extended use with it's multi-compartment design. Constructed of heavy duty nylon, adjustable shoulder strap. Measures 18"x16"x23" (Medium 8"x10"x12" - \$26.99)

39⁹⁹



AXO Gear Bag

Constructed of durable coated nylon with two zippered end compartments and one large center section. Radical AXO graphics in two bright color combinations - Rhodamine/Orange or Blue/Purple. Jumbo 23"x16"x18". (Large 18"x10"x12" \$29.99, Boot Bag \$18.99)

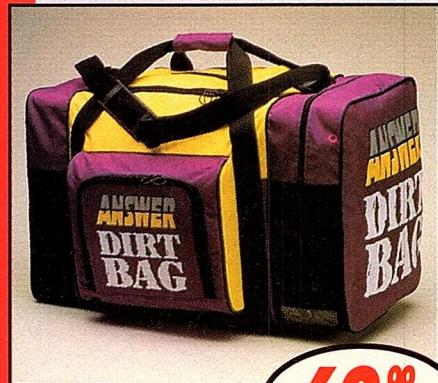
IN STOCK!



O'Neal Trak Pak 6300

6300 cubic inches of storage space. Heavy duty nylon, Separate boot compartment, extra large center area, shoulder strap and bright zipper pulls for easy locating. Measures 14"x16"x28" (Trak Pak 4400 - 13"x13"x24" \$24.99, Trak Pak 2700 - 12"x12"x19" \$17.99)

54⁹⁹



Answer Dirt Bag

Five large compartments - enough to hold two sets of gear. Separate goggle area, ventilated boot compartment and heavy duty shoulder strap. (Mini Dirt Bag - \$50.99)

62⁹⁹



JT Gear Bag

Constructed with heavy duty, water resistant Cordura nylon, and sturdy rubber bottom to protect items and help hold the bags shape. All new "Just JT" graphics. Extra large compartments and heavy duty shoulder strap.

79⁹⁹



MSR Super Gear Bag

Two large end compartments, extra large center area and another end section. Plenty of room for clean and dirty gear. Heavy duty carrying and shoulder straps. (Med. Super Gear Bag - 64.99)

79⁹⁹

Two Southern California Super Stores

- San Bernardino, 889 W. Mill St. (909) 889-2761
- El Cajon, 1198 E. Main Street (619) 593-1343

CHAPARRAL WAREHOUSE / MAIL-IN ORDERS 544 South Crescent Avenue San Bernardino, CA 92410
LOCAL / FOREIGN ORDERS 909-383-8244 • FAX 909-884-3183 Minimum phone order \$30.00. MasterCard, VISA, American Express, Discover, and COD accepted. Extra fee for COD. \$4.95 shipping charge on most orders. Shipping charges for tires are \$4.95 per tire. Surcharge for non-UPS deliveries. Outside USA send \$5. for catalog.

AD# 9212 DR Must be mentioned to receive sale prices. Ad expires 12/31/92

CHAPARRAL

The Nation's #1 Source for
Service • Selection • Savings

ORDER TOLL-FREE NATIONWIDE:
800-841-2960



104 99

O'Neal Mini-Pro

Scaled down version of the popular O'Neal Pro-Lite. Three large Velcro® closures, speed laces. Calf, ankle and shin padding. Durable steel shank sole. Red, Black, Blue, White. Sizes 1-6



119 99

Ocelot Series-1

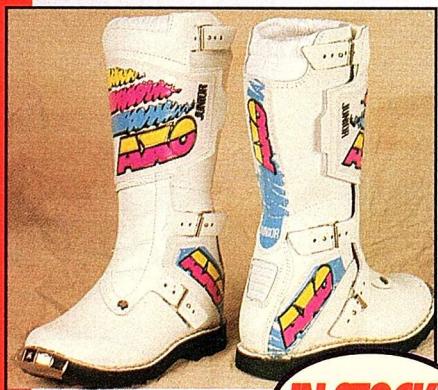
Quality leather construction, and features that include - speed laces to help increase support, injection molded plastic plating, two large Upper Velcro® closures and two lower leather straps. Red, Black, White, Blue. Sizes 6-13 (youth sizes 1-6 \$99.99)



124 99

O'Neal Pro-Lite

Newly reshaped shin plate and updated graphics, large single upper Velcro® closure, speed laces, interior calf, ankle and shin padding. One way sole with steel shank insert. Red, Black, Blue, White. Sizes 6-13



IN STOCK!

AXO Turbo Jr.

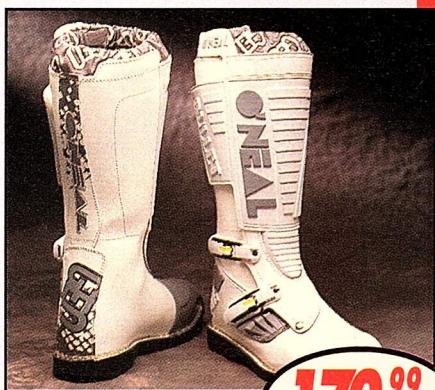
Italian leather and craftsmanship, bold AXO graphics, easy to use buckles and Velcro® closure. Steel toe cap. White with Yellow/Pink/Blue graphics. Sizes 1-4.



169 99

Sidi Off-Road

Sidi's new "Quick Release Mechanism" adjustable closure levers offering the rider simple and effective adjustment with secure support. Constructed with split leather. Available in White/Aqua, White/Red, Black, Blue. Sizes 6, 7, 8, 9, 10, 11, 12, 13.



179 99

O'Neal Geo/3

All new design with increased support and protection. Ski boot style buckles, elastic-Cordura gaitor, improved sole compound resists footpegs wear. Bright new graphics. Italian craftsmanship throughout. White, Red, Black, Blue, Purple. Sizes 6-13



189 99

Alpinestars Tech 3

Economically priced Alpinestars offers top quality Italian materials and workmanship at a very affordable price! New buckle system, gaitor with Velcro® closure, stiff reinforced injection molded shin plate. White/Blue, White/Red, Black/Black, Blue/Blue. Sizes 6-13



5 99

Ocelot Socks

Using a nylon/cotton blend, this sock gives your feet great comfort against rugged rides. Tube type design fits from size 6 up. Red, Blue Day-Glo Pink, Day-Glo Yellow, Day-Glo Green. Youth size available in Red and Blue only.



7 99

MS Socks

This popular sock has extra cushioning from its high bulk Orlon content. High memory elastic provides a perfect fit ride after ride! Red or Blue. Large size 9 1/2-13. Medium size 6-9.

Two Southern California Super Stores

• San Bernardino, 889 W. Mill St. (909) 889-2761
• El Cajon, 1198 E. Main Street (619) 593-1343

CHAPARRAL WAREHOUSE / MAIL-IN ORDERS 544 South Crescent Avenue San Bernardino, CA 92410
LOCAL / FOREIGN ORDERS 909-383-8244 • FAX 909-884-3183 Minimum phone order \$30.00. MasterCard, VISA, American Express, Discover, and COD accepted. Extra fee for COD. \$4.95 shipping charge on most orders. Shipping charges for tires are \$4.95 per tire. Surcharge for non-UPS deliveries. Outside USA send \$5. for catalog.

AD# 9212 DR Must be mentioned to receive sale prices. Ad expires 12/31/92

CHAPARRAL

The Nation's #1 Source for
Service • Selection • Savings

ORDER TOLL-FREE NATIONWIDE:
800-841-2960



IN STOCK!

AXO RC-2 Kevlar®
Completely redesigned, the RC-2 has all new 3-color injection molded plastic protection, Kevlar® instep for increased flexibility and quick break in. 4 lever-lock buckles, one piece "Top Grain Plus" leather and elastic gaitor top. White/Blue, Black Sizes 5-14. Red/Black, Blue/Black, White/Purple/Pink Sizes 6-12.

199⁹⁹



209⁹⁹

MSR Pro Comp
Made in Italy by Alpinestars. Genuine Italian leather, clean styling and the best components available to bring you a boot that is top quality and covered by a two year warranty. Steel toe cleats protect sole, condura boot gaitor, plastic reinforced shin plate. White, Blue, Black/Grey and Red. Sizes 6, 7, 8, 9, 10, 11, 12.

JT Kevlar® Concept
Genuine Italian leather and craftsmanship. The JT Concept boot features "multi-lock" buckle system, draw string speed laces, Velcro® gaitor and upper closure and one way steel shank sole. Available in white only. Sizes 7, 8, 9, 10, 11, 12.



214⁹⁹

Sidi Top Action
Quality top grain Italian leather and construction. Sidi's exclusive "Raised Point Protection System", Kevlar® inner calf, Velcro® gaitor and upper closure. Quick release buckle system. White/Aqua, White/Red, Black, Blue. Sizes 6-13.



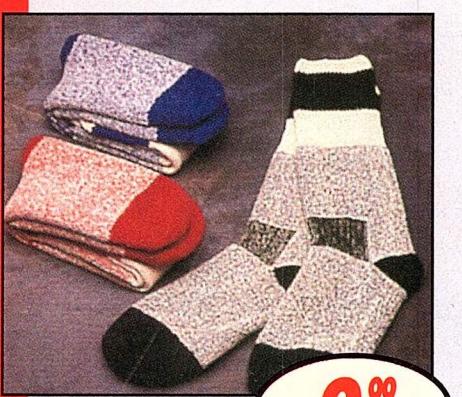
224⁹⁹

Hi-Point Pro GP
This classic boot is constructed of genuine Italian leather, steel shin plate, cam-lock buckles, leather gaitor, one-way sole. First class quality throughout! Black, Red, Blue, White. Sizes 6-14 (Black available in sizes 15 & 16)



259⁹⁹

Alpinestars Tech 7
All new! Top quality Italian leather and construction. New buckle system, leather gaitor with Velcro® closure and increased plastic protection. White/Blue, Grey/White, Black/Black, Black/Purple. (Wild - \$269.99) Sizes 7-13



9⁹⁹

O'Neal Pro-Sox
Constructed of plush 85/15 cotton stretch nylon. Reinforced panels eliminate sock "bunch-up" in the shin area and also provide extra cushion in the heels and toes. Red/Grey, Blue/Grey and Black/Grey. One size fits 9-12 shoe



11⁹⁹

MSR Wick Dry Socks
High technology in foot comfort. Wick Dry socks have the ability to keep your feet cool in the summer and warm in the winter. "Wicking" action pulls perspiration away from your feet. Grey/Blue and Grey/Black. Sizes Small, Medium and Large.



IN STOCK!

AXO Motocross Socks
AXO socks feature a U.S. patented design and high density pads in the shin, heel, toe and bottom to keep feet comfortable and blister free. Made of Turbo Hi-Bulk Orlon®, acrylic and stretch nylon. Red/Grey and Blue/Grey. Sizes 6-9 and 10-13.

Two Southern California Super Stores

- San Bernardino, 889 W. Mill St. (909) 889-2761
- El Cajon, 1198 E. Main Street (619) 593-1343

CHAPARRAL WAREHOUSE / MAIL-IN ORDERS 544 South Crescent Avenue San Bernardino, CA 92410

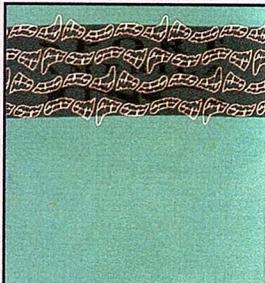
LOCAL / FOREIGN ORDERS 909-383-8244 • FAX 909-884-3183 Minimum phone order \$30.00. MasterCard, VISA, American Express, Discover, and COD accepted. Extra fee for COD. \$4.95 shipping charge on most orders. Shipping charges for tires are \$4.95 per tire. Surcharge for non-UPS deliveries. Outside USA send \$5. for catalog.

AD# 9212 DR Must be mentioned to receive sale prices. Ad expires 12/31/92

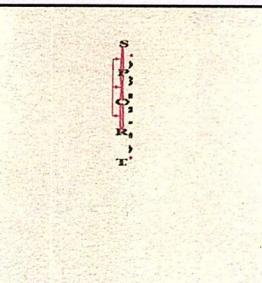
CHAPARRAL

ORDER TOLL-FREE NATIONWIDE:
800-841-2960

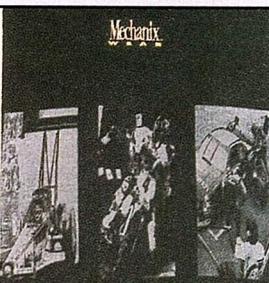
TEE SHIRTS



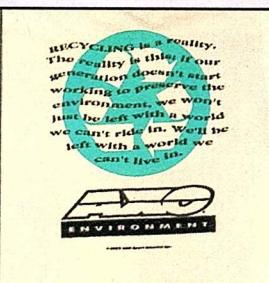
AXO
WAVE STRIPE (Green or Blue)
M, L, XL



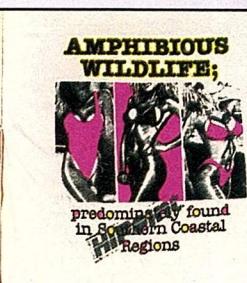
AXO
EMBROIDERED TIE
M, L, XL



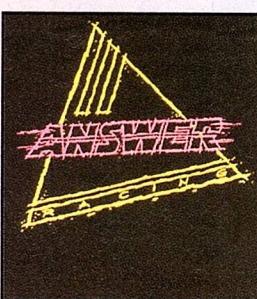
AXO
MECHANIX WEAR
M, L, XL



AXO
ENVIRONMENT
M, L, XL



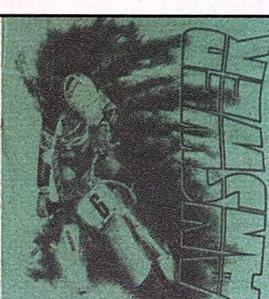
HI-POINT
AMPHIBIOUS WILDLIFE
M, L, XL \$11.99



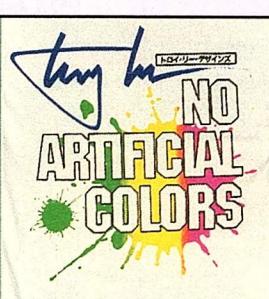
ANSWER
TRIANGLE
M, L, XL \$13.99



ANSWER
REPEAT
M, L, XL \$13.99



ANSWER
SHADOW (Jade or Mustard)
M, L, XL \$13.99



TROY LEE
NO ARTIFICIAL COLORS
M, L, XL \$11.99



TROY LEE
CAUTION
M, L, XL \$11.99



MSR
PURE DIRT (Berry or White)
M, L, XL \$11.99



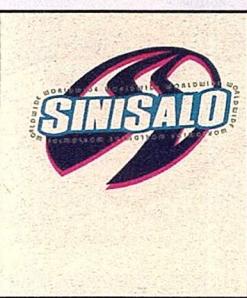
MSR
HEATHER
M, L, XL \$12.99



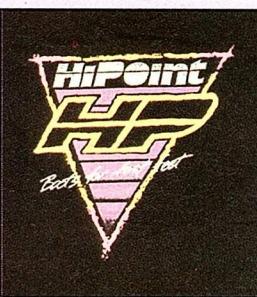
MSR
SPLATTER
M, L, XL \$13.99



SINISALO
MANUFACTURED TECHNOLOGY
M, L, XL \$12.99



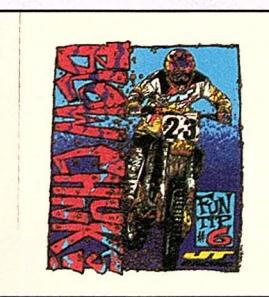
SINISALO
ROADWAY
M, L, XL \$12.99



HI-POINT
BOOT
M, L, XL \$11.99 (XXL \$12.99)



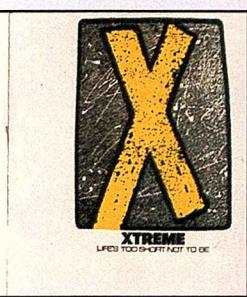
N-STYLE
WHAT NUMBER?
M, L, XL \$14.99



JT
BLOW CHUMKS (#6)
M, L, XL \$13.99



JT
JUST SAY YES! (#4)
M, L, XL \$13.99



X-TREME
X-LOGO
M, L, XL \$13.99 (XXL \$14.99)

Two Southern California Super Stores
• San Bernardino, 889 W. Mill St. (909) 889-2761
• El Cajon, 1198 E. Main Street (619) 593-1343

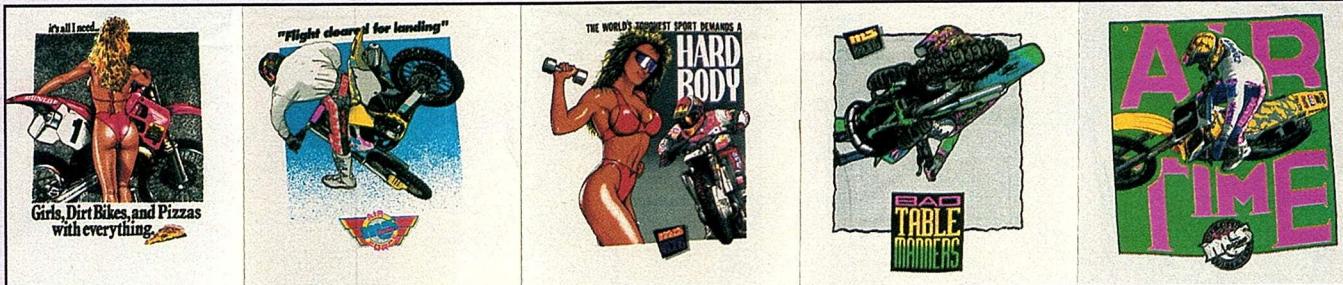
CHAPARRAL WAREHOUSE / MAIL-IN ORDERS 544 South Crescent Avenue San Bernardino, CA 92410
LOCAL / FOREIGN ORDERS 909-383-8244 • FAX 909-884-3183 Minimum phone order \$30.00. MasterCard, VISA, American Express, Discover, and COD accepted. Extra fee for COD. \$4.95 shipping charge on most orders. Shipping charges for tires are \$4.95 per tire. Surcharge for non-UPS deliveries. Outside USA send \$5. for catalog.

AD# 9212 DR Must be mentioned to receive sale prices. Ad expires 12/31/92

CHAPARRAL

ORDER TOLL-FREE NATIONWIDE:
800-841-2960

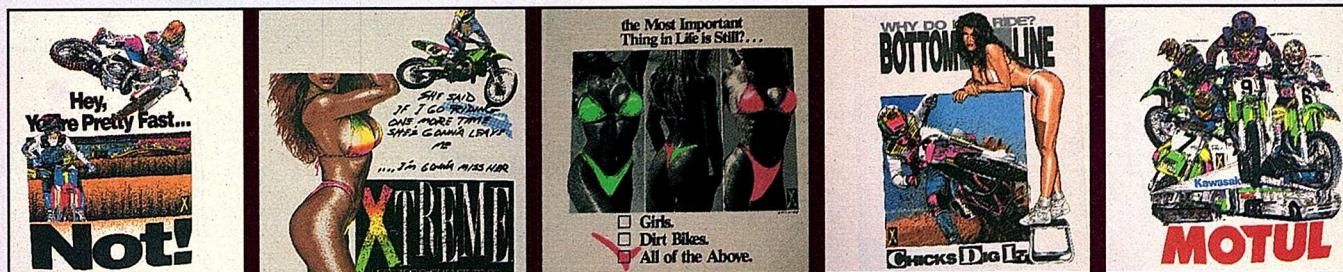
TEE SHIRTS



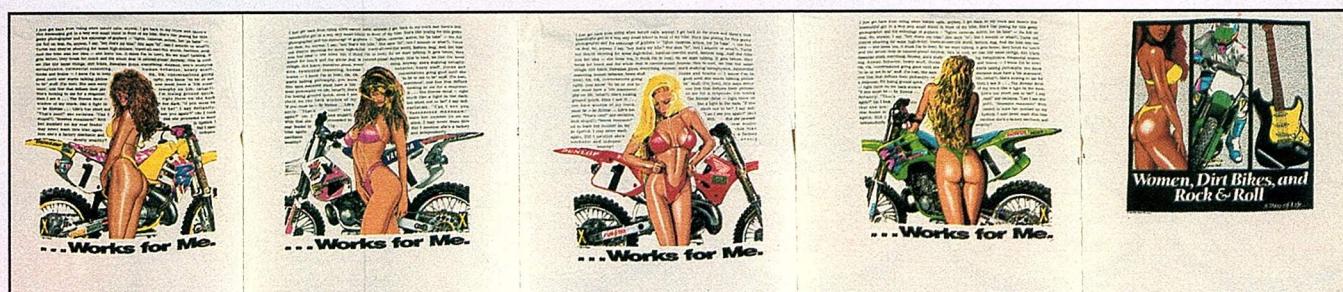
MSR GIRLS, DIRT BIKES, PIZZA..... M, L, XL \$11.99 (XXL \$13.99)	MSR CLEARED FOR LANDING M, L, XL \$11.99 (XXL \$13.99)	MSR HARD BODY M, L, XL \$11.99 (XXL \$13.99)	MSR TABLE MANNERS M, L, XL \$11.99 (XXL \$13.99)	MSR AIR TIME M, L, XL \$11.99 (XXL \$13.99)
--	--	--	--	---



PRO CIRCUIT BRADSHAW M, L, XL \$14.99	PRO CIRCUIT STANTON M, L, XL \$14.99	SINISALO WARDY TOUR M, L, XL	SINISALO TRIAD M, L, XL	KWB ON ANY SUNDAY M, L, XL \$12.99
---	--	------------------------------------	-------------------------------	--



X-TREME PRETTY FAST....NOT! M, L, XL \$13.99 (XXL \$14.99)	X-TREME SHE'S LEAVING M, L, XL \$13.99 (XXL \$14.99)	X-TREME MOST IMPORTANT M, L, XL \$13.99 (XXL \$14.99)	X-TREME CHICKS DIG IT M, L, XL \$13.99 (XXL \$14.99)	X-TREME TEAM GREEN M, L, XL \$13.99 (XXL \$14.99)
--	--	---	--	---



X-TREME WORKS FOR ME - SUZUKI M, L, XL \$13.99 (XXL \$14.99)	X-TREME WORKS FOR ME - YAMAHA M, L, XL \$13.99 (XXL \$14.99)	X-TREME WORKS FOR ME - HONDA M, L, XL \$13.99 (XXL \$14.99)	X-TREME WORKS FOR ME - KAWASAKI M, L, XL \$13.99 (XXL \$14.99)	KWB WOMEN, DIRT BIKES, ROCK & ROLL M, L, XL \$12.99 (XXL \$13.99)
--	--	---	--	---

Two Southern California Super Stores
• San Bernardino, 889 W. Mill St. (909) 889-2761
• El Cajon, 1198 E. Main Street (619) 593-1343

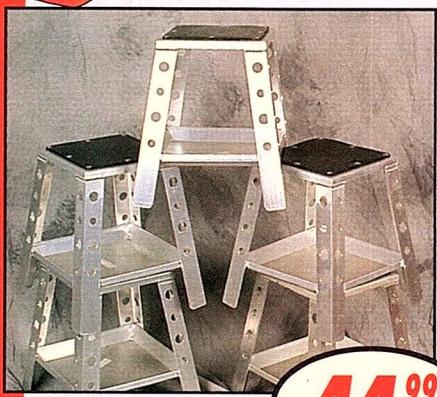
CHAPARRAL WAREHOUSE / MAIL-IN ORDERS 544 South Crescent Avenue San Bernardino, CA 92410
LOCAL / FOREIGN ORDERS 909-383-8244 • FAX 909-884-3183 Minimum phone order \$30.00. MasterCard, VISA, American Express, Discover, and COD accepted.
Extra fee for COD. \$4.95 shipping charge on most orders. Shipping charges for tires are \$4.95 per tire. Surcharge for non-UPS deliveries. Outside USA send \$5. for catalog.

AD# 9212 DR Must be mentioned to receive sale prices. Ad expires 12/31/92

CHAPARRAL

ORDER TOLL-FREE NATIONWIDE:
800-841-2960

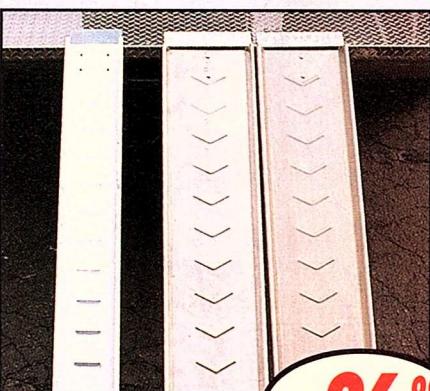
The Nation's #1 Source for
Service • Selection • Savings



Ocelot Aluminum Stand

This lightweight alloy bike stand comes with a thick non-slip, rubber pad on top and large tray for tools, bolts and parts.

44⁹⁹



Aluminum Loading Ramps

Extruded aluminum channel with ribs to reduce tire slippage. Steel tongue. Available in 3 applications. Dirt Bike (300 lbs.) \$36.99, ATV model - two 10" ramps (750 lb) \$134.99.

36⁹⁹



Tie Downs

1" x 66" nylon web straps rated at 1200 lbs. straight pull strength. Cam lock buckles and vinyl coated hooks. Packaged in pairs. Red, Blue, Black, Neon Green, Neon Pink. Ratcheting Tie Downs measure 6' long, ratchet buckle for easy cinching. Red, Blue, Black. (\$15.99)

9⁹⁹



Spacesaver Fuel Jugs

Dayglo colored jugs constructed of long lasting, polyethylene. Exceeds DOT standards, large mouth opening, 28% smaller than comparable 5-gallon jugs. Flo. Yellow, Flo. Pink, Flo. Green, Flo. Orange, White, Red. Optional hose kit \$4.99

19⁹⁹



T-Handle Wrench Set

A must for any tool box! 7-piece set includes 8, 10, 12, 14, 17, #2 phillips and #3 phillips. Set comes complete with vinyl pouch.

40⁹⁹



Rental and Answer Sprockets

Chaparral carries the complete line of Answer and Rental Countershaft and rear sprockets for most makes and models of motorcycles and ATV's. Have your make, model, year and number of teeth ready when ordering. Rental countershaft \$17.95-\$22.95, Rental rear \$45.99. Answer countershaft \$15.99-\$20.99, Answer rear \$52.99.

**FROM
15⁹⁹**



**STANDARD
29⁹⁹**



**PATTERNS
39⁹⁹**



**NON-SLIP
44⁹⁹**



**KEVLAR
45⁹⁹**

Cheet Seat Covers Chaparral carries one of the largest inventories of Cheet seat covers for motorcycles and ATVs. Constructed of durable vinyl for long wear. Heavy duty stitching, a perfect fit and the widest variety of applications and colors available make Cheet THE name in seat covers. Please have your make, model and year ready when ordering. Choose from: Standard, Patterns, Non-Slip, Kevlar®, and Non-Slip Kevlar® styles.



AMP Links

The AMP link dramatically improves traction, handling and braking to your ATV or motorcycle. Available for all popular makes and models. Complete with all necessary mounting hardware and instructions. Have your make, model and year ready when ordering.

149⁹⁶

Two Southern California Super Stores

- San Bernardino, 889 W. Mill St. (909) 889-2761
- El Cajon, 1198 E. Main Street (619) 593-1343

CHAPARRAL WAREHOUSE / MAIL-IN ORDERS 544 South Crescent Avenue San Bernardino, CA 92410

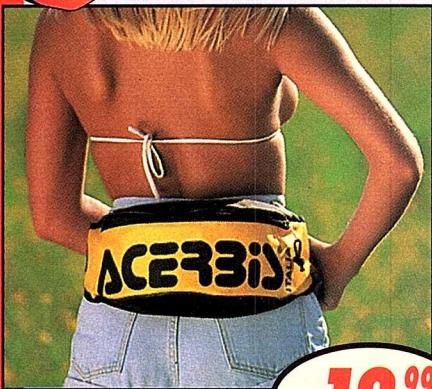
LOCAL / FOREIGN ORDERS 909-383-8244 • FAX 909-884-3183 Minimum phone order \$30.00. MasterCard, VISA, American Express, Discover, and COD accepted. Extra fee for COD. \$4.95 shipping charge on most orders. Shipping charges for tires are \$4.95 per tire. Surcharge for non-UPS deliveries. Outside USA send \$5. for catalog.

AD# 9212 DR Must be mentioned to receive sale prices. Ad expires 12/31/92

CHAPARRAL

ORDER TOLL-FREE NATIONWIDE:
800-841-2960

The Nation's #1 Source for
Service • Selection • Savings



Acerbis Fanny Pack

This economically priced pack has plenty of room. Simple single pouch design and bold Acerbis graphics. Fully adjustable strap. Available in Yellow/Black, Green/Grey and Yellow/Fushia

18⁹⁹



MS Classic Fanny Pack

Sturdy Fastex buckle with nylon web belt. Large storage area with separate zippered pocket. Constructed of high quality nylon with sewn in padding for comfort. Fits waist sizes 26-46. Blue or Grey/Purple

20⁹⁹



Lockhart Enduro Fanny Pack

Unique curved design to fit your body and offers maximum comfort when carrying heavy loads. Watercraft zipper pouches inside pack help keep everything organized and dry. Cordura nylon construction and heavy duty adjustable belt. Made in USA. Red or Blue.

21⁹⁹



Camelbak

Camelbak's drinking system features an insulated design to keep liquids cold in the summer and hot in the winter. The Thermobak is insulated on both sides help to keep temperature consistent longer. The Camelbak Iebak is designed to transfer coolness or warmth to the body. Both are available in Black or White.

29⁹⁹



MSR Back Pack

Padded shoulder straps, nylon belt, and quick release buckles are combined with a padded back and two zippered access pouches. Leather bottom and reinforced stress areas. Constructed of 1000 denier Cordura nylon. Grey/Purple

34⁹⁹



MSR Litingen Pack

This compact version of the MS enduro tool pack keeps tools and necessities in order. Features 1000 denier Cordura® nylon, belt adjusts from 28" to 40" waists. Navy or Grey/Purple.

36⁹⁹



MS Fanteen

The original! A fanny pack and canteen in one. The most practical way to carry a beverage and necessities out on the trail. Adjustable belt and buckle fits waist sizes from 28"-40". Available in Red or Blue.

39⁹⁹



MS Enduro Tool Pack

Constructed of 1000 denier Cordura® nylon. Organizes and stores all necessary tools for the trail. Military style canteen mounts, heavy duty YKK zippers and foam insulation protect tools against body. Adjustable belt fits 28-44 waists. Blue or Grey/Purple.

42⁹⁹



Acerbis Hi-Tech Pack

This five pouch pack has a place for everything! Tools, maps, canteens, etc. Constructed of tough Cordura® nylon with a fully adjustable belt. Available Yellow/Fushia or Green/Grey.

49⁹⁹

Two Southern California Super Stores
• San Bernardino, 889 W. Mill St. (909) 889-2761
• El Cajon, 1198 E. Main Street (619) 593-1343

CHAPARRAL WAREHOUSE / MAIL-IN ORDERS 544 South Crescent Avenue San Bernardino, CA 92410
LOCAL / FOREIGN ORDERS 909-383-8244 • FAX 909-884-3183 Minimum phone order \$30.00. MasterCard, VISA, American Express, Discover, and COD accepted. Extra fee for COD. \$4.95 shipping charge on most orders. Shipping charges for tires are \$4.95 per tire. Surcharge for non-UPS deliveries. Outside USA send \$5. for catalog.

AD# 9212 DR Must be mentioned to receive sale prices. Ad expires 12/31/92



U.S. 46th Annual TOPS Motocross DOWN des Nations UNDER

By Pete Sullivan

I never had a doubt in my mind that this team could do it," remarked U.S. Team Manager Roy Janson with a Cheshire-cat grin. "Stanton and Bradshaw who?" he joked.

This year's Team USA dispelled any theories that only superstars Jeff Stanton and Damon Bradshaw could once again lead the U.S. team to victory. The trio of MXdN first-timers put together a string of consistent top-two moto finishes to earn the United States its 12th consecutive MX des Nations victory in Manjimup, Australia.

Prior to the event there was plenty of talk as to how this year's U.S. team would fare against the powerhouse teams of Belgium, England, Holland and France, all of whom sent their sand specialists in hopes of derailing the U.S. domination of the event. Even the souvenir program predicted that 1992 would be the year that "the giants would fall." The people who made those predictions didn't count on Billy Liles, Mike LaRocco and Jeff Emig being giants in their own right.

Emig began by dominating the first 125cc moto, handily beating Belgian superstar Stefan Everts by 17 seconds. Everts didn't take his defeat at the

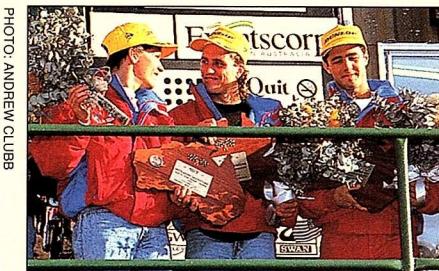


PHOTO: ANDREW CLUBB
Without heroes Jeff Stanton and Damon Bradshaw no one gave the team of first-timers a chance. (LEFT TO RIGHT) Billy Liles, Mike LaRocco and Jeff Emig. They proved that theory incorrect.

Billy Liles (1) helped lead Team USA to its 12th consecutive victory by posting a 2-2 moto score in the highly competitive 500cc class. He was arguably the fastest rider on the sand track.

Jeff Emig's (3) 1-2 moto tally gave him the overall in the 125cc class and helped Team USA become the most consistent team we've ever sent to the prestigious event.

Kurt Nicoll's (13) 3-1 moto score in the 500s led the British team.

PHOTOS: STEVE NORMAN



PHOTO: TERRY BAKER

incredible start behind Liles for the 125cc-class lead.

Bayle quickly put a five-second cushion between himself and the pack. The order remained fairly set until late in the moto, when Jobe stuttered and let Liles by, a move that offered Liles a shot at Nicoll.

Back in the 125s Emig wasn't so fortunate, as a slight miscue caused him to have his hands full with the eager Everts.

"Everts caught up to me and tried to pass over a jump into a left-hand corner," Emig said. "He went inside, and we ran into each other and went down. I got up first and got away."

As Bayle continued to expand his lead, Liles turned up the heat on Nicoll, staging an incredible two-lap duel until he finally shot past the Brit on a high-speed downhill jump for a spectacular second-place finish.

The 125cc battle for second also got exciting as Holland's sand expert, Remy Van Rees, streaked up to and eventually around second-place Everts. The flying Dutchman was making up a few seconds on Emig when he carried a little too much speed through the whoops and highsided. He got up immediately, but Everts was quick to capitalize on the mishap and squeaked into second.

In the 500cc race, Bayle remained firmly in front, while Liles put a five-second cushion between himself and third-place Nicoll. Jobe, Danish star Kjaer Jorgenson and Jason Marshall rounded out the top six.

Emig's hard riding eventually paid off, as he finished first 125, fifth over-

Jeff Emig said that this is the best photo he has ever seen of himself. We wonder if that has anything to do with the fact that he is dragging the handlebar deep into the sand with both feet on the pegs. If you want to be further impressed, turn the page sideways!

hands of Emig lightly, responding with heated words and gestures as the pair exited the track.

"He flipped me off and yelled a bunch of stuff at me," Emig said. "I couldn't hear what he was saying, and I really don't care, because I'm just going to do it to him again in the second moto."

The factory Yamaha pilot followed up this promise with an incredible performance in moto two after a first-turn crash left him in dead last. He recovered to finish second, netting him top honors in the 125cc class.

Emig's performance was seconded by Georgia-born GP contender Billy Liles, who carded 2-2 moto finishes in the highly competitive 500cc class. However, the numbers don't accurately describe his blazing pace, and many spectators felt he was the fastest rider on the course all day.

"I could've won the second moto, but when Hermann (Liles's mechanic) signaled that second was good enough [for the team win], I played it safe," Liles recalled. "I really want to thank all the people who called and wrote offering their support; I appreciate it. And you can tell all those who doubted that we could do it, they can kiss my ass!"

Kawasaki factory rider Mike LaRocco should've gotten a true-grit award along with his plaque and victory flowers. His 2-2 moto finishes came the hard way. He spent all of the first moto reeling in Belgian Marnicq Bervoets only to run out of time, finishing right on his heels. LaRocco's second-moto start proved disastrous as he emerged from a first-turn crash in dead last. With the leaders long gone, LaRocco set a blazing pace that carried him to the top.

"I never knew what place I was in 'til it was over," LaRocco declared.

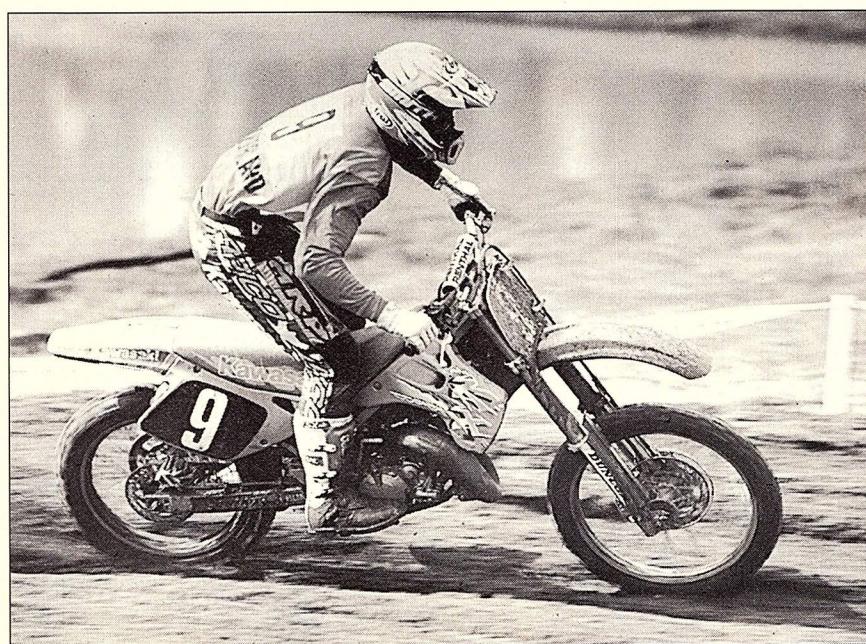
The Western Australian Motorcy-

cling Association—and FIM-hosted event was flawless, and even Mother Nature looked favorably on the 17,000-plus spectators, riders and support crews, delivering optimum racing conditions.

The Cosy Creek MX course consisted of rolling, deep sand, large stutter bumps and some really nasty sharp-edged whoops embedded in deep sand. Add to this 14 medium- to high-speed jumps, and you have the makings of a truly grueling track.

MOTO ONE (125/500cc)

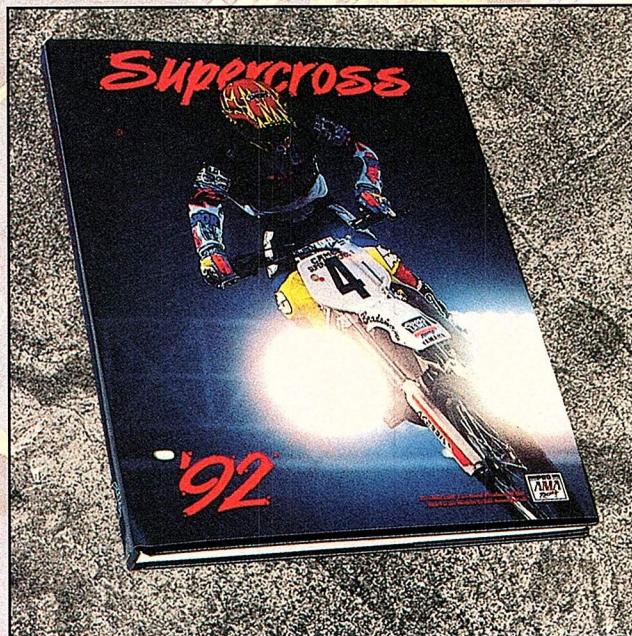
France's Jean-Michel Bayle gated first and led a freight train of England's Kurt Nicoll, 1992 500cc World Champ Georges Jobe and 500cc Honda-mounted Liles. Meanwhile, America's 125cc hope, Emig, got off to an



Had it not been for Holland's Remy Van Rees, Jeff Emig would have stolen the show in the 125cc class. Instead, Van Rees came back from a third-place finish in moto one to win moto two. Emig, however, still received the overall.

You can fly with the pros when you get “THE BOOK”

Premier Edition
Yearbook of the 1992
Supercross Nationals



The Premier Edition Yearbook of the 1992 Supercross Nationals covers the entire thrilling season from start to finish. The dynamic climb of Damon Bradshaw as he won nine of sixteen events. The grueling match between Bradshaw, Stanton and Bayle that kept fans in suspense... right up until the L.A. Supercross finale where Stanton triumphed to hold the number one plate for the third time. The excitement of watching Guy "Air Time" Cooper soar over the jumps as fans went wild in the stands.

***It's all found here in
“The Book”.***

- Full Color Photography
- Statistics of all Supercross Events
- Biographies of Top Riders and more!

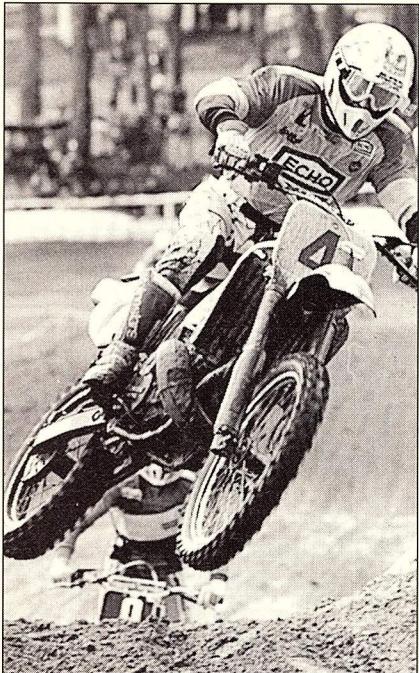
OFFICIAL RESULTS AMA CAMEL SUPERCROSS SERIES, ROUND 4, DTI 16 250cc 20 Lap Feature						
Rider	Name	Rider	Name	Rider	Name	Rider
1	Damon Bradshaw	2	Mike Stanton	3	Mike Bayle	4
5	Mike Thompson	6	Mike Thompson	7	Mike Thompson	8
9	Mike Thompson	10	Mike Thompson	11	Mike Thompson	12
13	Mike Thompson	14	Mike Thompson	15	Mike Thompson	16
17	Mike Thompson	18	Mike Thompson	19	Mike Thompson	20
21	Mike Thompson	22	Mike Thompson	23	Mike Thompson	24
25	Mike Thompson	26	Mike Thompson	27	Mike Thompson	28
29	Mike Thompson	30	Mike Thompson	31	Mike Thompson	32
33	Mike Thompson	34	Mike Thompson	35	Mike Thompson	36
37	Mike Thompson	38	Mike Thompson	39	Mike Thompson	40
41	Mike Thompson	42	Mike Thompson	43	Mike Thompson	44
45	Mike Thompson	46	Mike Thompson	47	Mike Thompson	48
49	Mike Thompson	50	Mike Thompson	51	Mike Thompson	52
53	Mike Thompson	54	Mike Thompson	55	Mike Thompson	56
57	Mike Thompson	58	Mike Thompson	59	Mike Thompson	60
61	Mike Thompson	62	Mike Thompson	63	Mike Thompson	64
65	Mike Thompson	66	Mike Thompson	67	Mike Thompson	68
69	Mike Thompson	70	Mike Thompson	71	Mike Thompson	72
73	Mike Thompson	74	Mike Thompson	75	Mike Thompson	76
77	Mike Thompson	78	Mike Thompson	79	Mike Thompson	80
81	Mike Thompson	82	Mike Thompson	83	Mike Thompson	84
85	Mike Thompson	86	Mike Thompson	87	Mike Thompson	88
89	Mike Thompson	90	Mike Thompson	91	Mike Thompson	92
93	Mike Thompson	94	Mike Thompson	95	Mike Thompson	96
97	Mike Thompson	98	Mike Thompson	99	Mike Thompson	100
101	Mike Thompson	102	Mike Thompson	103	Mike Thompson	104
105	Mike Thompson	106	Mike Thompson	107	Mike Thompson	108
109	Mike Thompson	110	Mike Thompson	111	Mike Thompson	112
113	Mike Thompson	114	Mike Thompson	115	Mike Thompson	116
117	Mike Thompson	118	Mike Thompson	119	Mike Thompson	120
121	Mike Thompson	122	Mike Thompson	123	Mike Thompson	124
125	Mike Thompson	126	Mike Thompson	127	Mike Thompson	128
129	Mike Thompson	130	Mike Thompson	131	Mike Thompson	132
133	Mike Thompson	134	Mike Thompson	135	Mike Thompson	136
137	Mike Thompson	138	Mike Thompson	139	Mike Thompson	140
141	Mike Thompson	142	Mike Thompson	143	Mike Thompson	144
145	Mike Thompson	146	Mike Thompson	147	Mike Thompson	148
149	Mike Thompson	150	Mike Thompson	151	Mike Thompson	152
153	Mike Thompson	154	Mike Thompson	155	Mike Thompson	156
157	Mike Thompson	158	Mike Thompson	159	Mike Thompson	160
161	Mike Thompson	162	Mike Thompson	163	Mike Thompson	164
165	Mike Thompson	166	Mike Thompson	167	Mike Thompson	168
169	Mike Thompson	170	Mike Thompson	171	Mike Thompson	172
173	Mike Thompson	174	Mike Thompson	175	Mike Thompson	176
177	Mike Thompson	178	Mike Thompson	179	Mike Thompson	180
181	Mike Thompson	182	Mike Thompson	183	Mike Thompson	184
185	Mike Thompson	186	Mike Thompson	187	Mike Thompson	188
190	Mike Thompson	191	Mike Thompson	192	Mike Thompson	193
195	Mike Thompson	196	Mike Thompson	197	Mike Thompson	198
199	Mike Thompson	200	Mike Thompson	201	Mike Thompson	202
203	Mike Thompson	204	Mike Thompson	205	Mike Thompson	206
207	Mike Thompson	208	Mike Thompson	209	Mike Thompson	210
212	Mike Thompson	213	Mike Thompson	214	Mike Thompson	215
217	Mike Thompson	218	Mike Thompson	219	Mike Thompson	220
221	Mike Thompson	222	Mike Thompson	223	Mike Thompson	224
225	Mike Thompson	226	Mike Thompson	227	Mike Thompson	228
229	Mike Thompson	230	Mike Thompson	231	Mike Thompson	232
233	Mike Thompson	234	Mike Thompson	235	Mike Thompson	236
237	Mike Thompson	238	Mike Thompson	239	Mike Thompson	240
241	Mike Thompson	242	Mike Thompson	243	Mike Thompson	244
245	Mike Thompson	246	Mike Thompson	247	Mike Thompson	248
249	Mike Thompson	250	Mike Thompson	251	Mike Thompson	252
253	Mike Thompson	254	Mike Thompson	255	Mike Thompson	256
257	Mike Thompson	258	Mike Thompson	259	Mike Thompson	260
261	Mike Thompson	262	Mike Thompson	263	Mike Thompson	264
265	Mike Thompson	266	Mike Thompson	267	Mike Thompson	268
269	Mike Thompson	270	Mike Thompson	271	Mike Thompson	272
273	Mike Thompson	274	Mike Thompson	275	Mike Thompson	276
277	Mike Thompson	278	Mike Thompson	279	Mike Thompson	280
281	Mike Thompson	282	Mike Thompson	283	Mike Thompson	284
285	Mike Thompson	286	Mike Thompson	287	Mike Thompson	288
290	Mike Thompson	291	Mike Thompson	292	Mike Thompson	293
295	Mike Thompson	296	Mike Thompson	297	Mike Thompson	298
299	Mike Thompson	300	Mike Thompson	301	Mike Thompson	302
303	Mike Thompson	304	Mike Thompson	305	Mike Thompson	306
307	Mike Thompson	308	Mike Thompson	309	Mike Thompson	310
311	Mike Thompson	312	Mike Thompson	313	Mike Thompson	314
315	Mike Thompson	316	Mike Thompson	317	Mike Thompson	318
319	Mike Thompson	320	Mike Thompson	321	Mike Thompson	322
323	Mike Thompson	324	Mike Thompson	325	Mike Thompson	326
327	Mike Thompson	328	Mike Thompson	329	Mike Thompson	330
331	Mike Thompson	332	Mike Thompson	333	Mike Thompson	334
335	Mike Thompson	336	Mike Thompson	337	Mike Thompson	338
339	Mike Thompson	340	Mike Thompson	341	Mike Thompson	342
343	Mike Thompson	344	Mike Thompson	345	Mike Thompson	346
347	Mike Thompson	348	Mike Thompson	349	Mike Thompson	350
351	Mike Thompson	352	Mike Thompson	353	Mike Thompson	354
355	Mike Thompson	356	Mike Thompson	357	Mike Thompson	358
359	Mike Thompson	360	Mike Thompson	361	Mike Thompson	362
363	Mike Thompson	364	Mike Thompson	365	Mike Thompson	366
367	Mike Thompson	368	Mike Thompson	369	Mike Thompson	370
371	Mike Thompson	372	Mike Thompson	373	Mike Thompson	374
375	Mike Thompson	376	Mike Thompson	377	Mike Thompson	378
379	Mike Thompson	380	Mike Thompson	381	Mike Thompson	382
383	Mike Thompson	384	Mike Thompson	385	Mike Thompson	386
387	Mike Thompson	388	Mike Thompson	389	Mike Thompson	390
391	Mike Thompson	392	Mike Thompson	393	Mike Thompson	394
395	Mike Thompson	396	Mike Thompson	397	Mike Thompson	398
399	Mike Thompson	400	Mike Thompson	401	Mike Thompson	402
403	Mike Thompson	404	Mike Thompson	405	Mike Thompson	406
407	Mike Thompson	408	Mike Thompson	409	Mike Thompson	410
411	Mike Thompson	412	Mike Thompson	413	Mike Thompson	414
415	Mike Thompson	416	Mike Thompson	417	Mike Thompson	418
419	Mike Thompson	420	Mike Thompson	421	Mike Thompson	422
423	Mike Thompson	424	Mike Thompson	425	Mike Thompson	426
427	Mike Thompson	428	Mike Thompson	429	Mike Thompson	430
431	Mike Thompson	432	Mike Thompson	433	Mike Thompson	434
435	Mike Thompson	436	Mike Thompson	437	Mike Thompson	438
439	Mike Thompson	440	Mike Thompson	441	Mike Thompson	442
443	Mike Thompson	444	Mike Thompson	445	Mike Thompson	446
447	Mike Thompson	448	Mike Thompson	449	Mike Thompson	450
451	Mike Thompson	452	Mike Thompson	453	Mike Thompson	454
455	Mike Thompson	456	Mike Thompson	457	Mike Thompson	458
459	Mike Thompson	460	Mike Thompson	461	Mike Thompson	462
463	Mike Thompson	464	Mike Thompson	465	Mike Thompson	466
467	Mike Thompson	468	Mike Thompson	469	Mike Thompson	470
471	Mike Thompson	472	Mike Thompson	473	Mike Thompson	474
475	Mike Thompson	476	Mike Thompson	477	Mike Thompson	478
479	Mike Thompson	480	Mike Thompson	481	Mike Thompson	482
483	Mike Thompson	484	Mike Thompson	485	Mike Thompson	486
487	Mike Thompson	488	Mike Thompson	489	Mike Thompson	490
491	Mike Thompson	492	Mike Thompson	493	Mike Thompson	494
495	Mike Thompson	496	Mike Thompson	497	Mike Thompson	498
499	Mike Thompson	500	Mike Thompson	501	Mike Thompson	502
503	Mike Thompson	504	Mike Thompson	505	Mike Thompson	506
507	Mike Thompson	508	Mike Thompson	509	Mike Thompson	510
511	Mike Thompson	512	Mike Thompson	513	Mike Thompson	514
515	Mike Thompson	516	Mike Thompson	517	Mike Thompson	518
519	Mike Thompson	520	Mike Thompson	521	Mike Thompson	522
523	Mike Thompson	524	Mike Thompson	525	Mike Thompson	526
527	Mike Thompson	528	Mike Thompson	529	Mike Thompson	530
531	Mike Thompson	532	Mike Thompson	533	Mike Thompson	534
535	Mike Thompson	536	Mike Thompson	537	Mike Thompson	538
539	Mike Thompson	540	Mike Thompson	541	Mike Thompson	542
543	Mike Thompson	544	Mike Thompson	545	Mike Thompson	546
547	Mike Thompson	548	Mike Thompson	549	Mike Thompson	550
551	Mike Thompson	552	Mike Thompson	553	Mike Thompson	554
555	Mike Thompson	556	Mike Thompson	557	Mike Thompson	558
559	Mike Thompson	560	Mike Thompson	561	Mike Thompson	562
563	Mike Thompson	564	Mike Thompson	565	Mike Thompson	566
567	Mike Thompson	568	Mike Thompson	569	Mike Thompson	570
571	Mike Thompson	572	Mike Thompson	573	Mike Thompson	574
575	Mike Thompson	576	Mike Thompson	577	Mike Thompson	578
579	Mike Thompson	580	Mike Thompson	581	Mike Thompson	582
583	Mike Thompson	584	Mike Thompson	585	Mike Thompson	586
587	Mike Thompson	588	Mike Thompson	589	Mike Thompson	590
591	Mike Thompson	592	Mike Thompson	593	Mike Thompson	594
595	Mike Thompson	596	Mike Thompson	597	Mike Thompson	598
599	Mike Thompson	600	Mike Thompson	601	Mike Thompson	602
603	Mike Thompson	604	Mike Thompson	605	Mike Thompson	606
607	Mike Thompson	608	Mike Thompson	609	Mike Thompson	610
611	Mike Thompson	612	Mike Thompson	613	Mike Thompson	614
615	Mike Thompson	616	Mike Thompson	617	Mike Thompson	618
619	Mike Thompson	620	Mike Thompson	621	Mike Thompson	622
623	Mike Thompson	624	Mike Thompson	625	Mike Thompson	626
627	Mike Thompson	628	Mike Thompson	629	Mike Thompson	630
631	Mike Thompson	632	Mike Thompson	633	Mike Thompson	634
635	Mike Thompson	636	Mike Thompson	637	Mike Thompson	638
639	Mike Thompson	640	Mike Thompson	641	Mike Thompson	642
643	Mike Thompson	644	Mike Thompson	645	Mike Thompson	646
647	Mike Thompson	648	Mike Thompson	649	Mike Thompson	650
651	Mike Thompson	652	Mike Thompson	653	Mike Thompson	654
655	Mike Thompson	656	Mike Thompson	657	Mike Thompson	658
659	Mike Thompson	660	Mike Thompson	661	Mike Thompson	662
663	Mike Thompson	664	Mike Thompson	665	Mike Thompson	666
667	Mike Thompson	668	Mike Thompson	669	Mike Thompson	670
671	Mike Thompson	672	Mike Thompson	673	Mike Thompson	674
675	Mike Thompson	676	Mike Thompson	677	Mike Thompson	678
679	Mike Thompson	680	Mike Thompson	681	Mike Thompson	682
683	Mike Thompson	684	Mike Thompson	685	Mike Thompson	686
687	Mike Thompson	688	Mike Thompson	689	Mike Thompson	690
691	Mike Thompson	692	Mike Thompson	693	Mike Thompson	694
695	Mike Thompson	696	Mike Thompson	697	Mike Thompson	698
699	Mike Thompson	700	Mike Thompson	701	Mike Thompson	702
703	Mike Thompson	704	Mike Thompson	705	Mike Thompson	706
707	Mike Thompson	708	Mike Thompson	709	Mike Thompson	710
711	Mike Thompson	712	Mike Thompson	713	Mike Thompson	714
715	Mike Thompson	716	Mike Thompson	717	Mike Thompson	718
719	Mike Thompson	720	Mike Thompson	721	Mike Thompson	722
723	Mike Thompson	724	Mike Thompson	725	Mike Thompson	726
727	Mike Thompson	728	Mike Thompson	729	Mike Thompson	730
731	Mike Thompson	732	Mike Thompson	733	Mike Thompson	734
735	Mike Thompson	736	Mike Thompson	737	Mike Thompson	738
739	Mike Thompson	740	Mike Thompson	741	Mike Thompson	742
743	Mike Thompson	744	Mike Thompson	745	Mike Thompson	746
747	Mike Thompson	748	Mike Thompson	749	Mike Thompson	750
751	Mike Thompson	752	Mike Thompson	753	Mike Thompson	754
755	Mike Thompson	756	Mike Thompson	757	Mike Thompson	758
759	Mike Thompson	760	Mike Thompson	761	Mike Thompson	762
763	Mike Thompson	764	Mike Thompson	765	Mike Thompson	766
767	Mike Thompson	768	Mike Thompson	769	Mike Thompson	770
771	Mike Thompson	772	Mike Thompson	773	Mike Thompson	774
775	Mike Thompson	776				





After getting run over at the start of the third moto, Mike LaRocco powered his way around the course to finish second behind Belgian Marnicq Bervoets. The pair also finished 1-2 in their first moto and the 250cc class overall.

PHOTO: STEVE NORMAN



Multitime world champion Georges Jobe had a tough time in the 500cc class, finishing fourth in both motos.

all. Everts came in second chased by Van Rees, Sweden's Joakim Karlsson and Germany's Peter Beirer.

MOTO TWO (125/250cc)

England's Rob Herring, who raced on the demanding Cosy Creek circuit earlier this year when he won Australia's biggest outdoor race, the Manjimup 15,000, demonstrated that experience as he showed the rest of the pack the quickest way to the first turn. He was shadowed by France's Yves DeMaria, Bervoets, Holland's Pedro Tragter and LaRocco. Van Rees was the first 125 around the first hairpin, with Everts in his wake. First-moto winner Emig got tangled up and remounted again in dead last. It looked dismal for the Yamaha ace, but he caught the back of the pack in half a lap.

At the 10-minute mark the race began to take shape. Smooth-riding Bervoets charged past DeMaria to take control of second with LaRocco hot on his heels.

In the 125s Van Rees was still holding his own out front. France's Frederic Bolley banzaied his way up to Everts's back door, but before a confrontation could take place Everts pulled off the track with a flat rear tire, ruining his, and possibly Belgium's, hope for a win.

Meanwhile Emig was charging through the pack, eventually ending up behind second-place Bolley. If Emig could get past the Frenchman he could secure the 125cc overall. A couple of minutes later, as the two rid-

ers approached lapped traffic, Emig snuck underneath Bolley with a perfectly timed pass. It stunned Bolley so badly that he had to regroup, immediately losing several seconds to Emig.

Emig's incredible drive moved him to second place behind Van Rees. Emig maintained that gap for the remainder of the moto to finish second and take the 125cc class overall. Sweden's Karlsson also got by Bolley while his rhythm was off, finishing third in the moto.

"Damon [Bradshaw] told me I would learn a new meaning for the word *relief* after my second moto was over, but man, I didn't know it would feel like this!" Emig exclaimed.

In the 250cc battle, Herring and DeMaria parted company with their equipment in separate incidents, allowing LaRocco to close to within five seconds of Bervoets. The Belgian team manager was actually standing out on the track directing traffic in front of Bervoets to assist him in getting through the back markers. LaRocco kept charging until, with two laps remaining, he pulled alongside the Belgian on the downhill jump to make his move, but Bervoets controlled the line into the right-hand sweeper and forced LaRocco to grab some brake. That was all Bervoets needed to pull out a two-second cushion, which he carried to the checkered flag. Herring recovered for third, with Swede Peter Johansson and Germany's Dietmar Lacher finishing fourth and fifth, respectively.

MOTO THREE (250/500cc)

Bayle outdragged everybody to the first turn but drifted wide in moto three, letting Nicoll, Holland's Edwin Everts and Liles by on the inside.

And where was LaRocco? Busy excavating himself from the first turn after tangling with another rider. During the melee LaRocco sustained a nasty scrape on his stomach from a sand tire.

"I knew that I had a hurter for later, but all I could think of was *go*," said LaRocco, who was in 18th position after one lap.

At the end of the first lap, Bayle stalled his big-bore Honda, letting a huge pack of riders by, including LaRocco. Up front, Liles was trying to make his move past Everts, finally succeeding on the third lap. He then reeled in leader Nicoll and was looking for a way around when he bobbed and fell. However, Liles wasn't alone. No less than four riders fell as the track got progressively rougher.

Liles picked up in fifth place and proceeded to make up lost ground. Bayle pulled in behind LaRocco, and

they freight-trained past Sweden's Marcus Hansson and Tragter.

Nicoll now had a three-second lead over Everts, who was followed by Herring, Bervoets, Liles and Jobe. Then Liles came alive, going three abreast into a right-hand turn with Herring and Bervoets. Bervoets and Liles both came out ahead of Herring, but Liles got past Bervoets a few turns later and set out after Everts.

By this time LaRocco had passed most of the 250s and even shaken loose of Bayle. LaRocco drag-raced third-place DeMaria around a rutted uphill jump where they almost made contact in the air, but LaRocco landed with the upper hand.

LaRocco then set his sights on Herring, making up the distance and catching Herring in less than three minutes. His first attempt on Herring almost put both of them on the ground, but his next attempt was successful, putting him into second place. However, he simply ran out of time, finishing second to Bervoets. The two were followed by DeMaria, Herring and Johansson.

At the end of the moto, Nicoll took the 500cc win ahead of Liles who had moved past Everts into second. Bayle stalled his Honda again and lost ground before wicking it up in the last 10 minutes of the moto for an eventual third-place finish followed by Jobe and a distant Everts.

The best five moto scores gave the U.S. team a total of nine points, besting Belgium's 12 and earning the U.S. team its 12th consecutive MX des Nations win despite the absence of "superstars." With their results, however, Emig, LaRocco and Liles proved to be much more than second-stringers. **DR**

RESULTS

1. USA—9

Billy Liles (500cc/2-2)
Mike LaRocco (250cc/2-2)
Jeff Emig (125cc/1-2).

2. Belgium—12

Georges Jobe (500cc/4-4)
Marniq Bervoets (250cc/1-1)
Stefan Everts (125cc/2-DNF).

3. Great Britain—16

Kurt Nicoll (500cc/3-1)
Robb Herring (250cc/3-4)
Jamie Dobb (125cc/6-5).

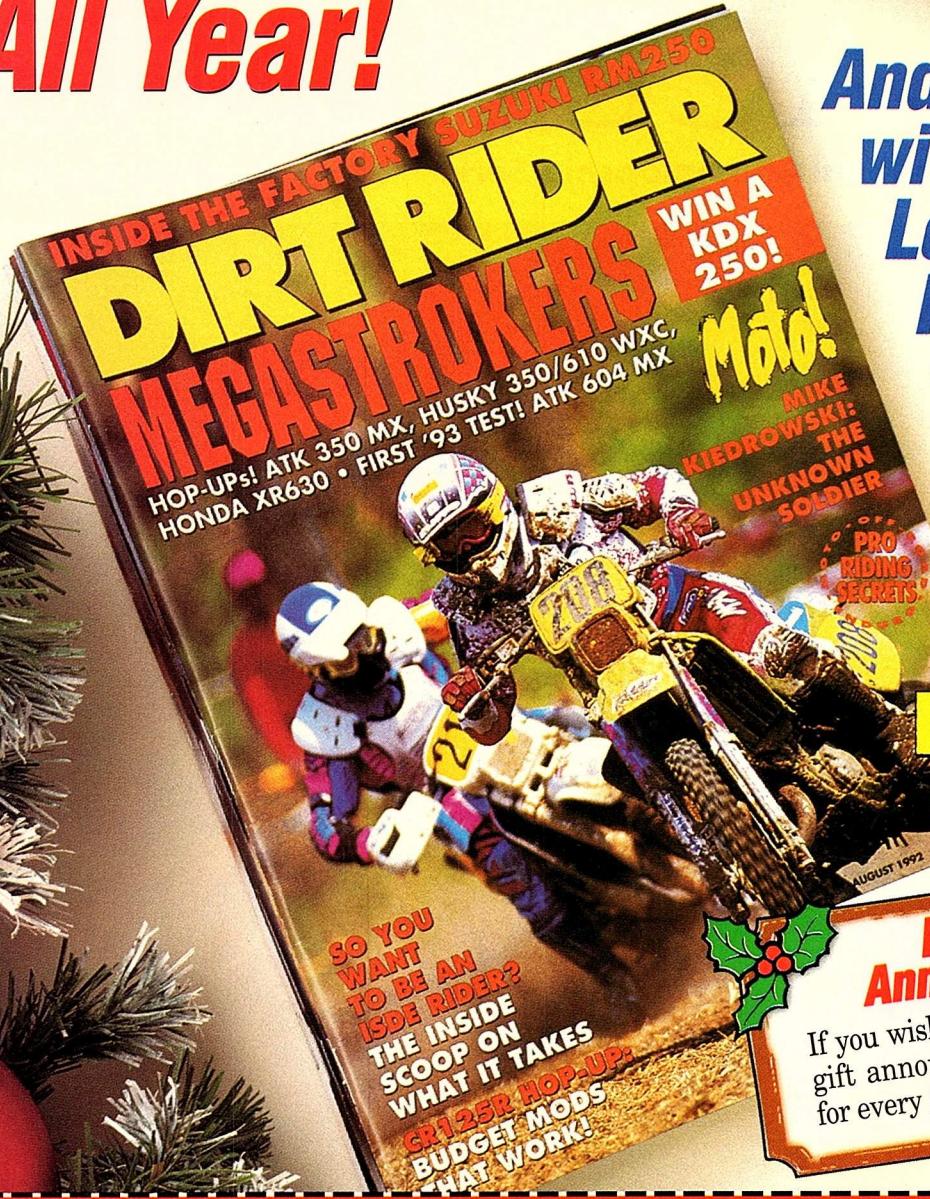
4. France—17

Jean-Michel Bayle (500cc/1-3)
Yves DeMaria (250cc/6-3)
Frederic Bolley (125cc/7-4).

5. Sweden—22

Marcus Hansson (500cc/7-6)
Peter Johansson (250cc/4-5)
Joakim Karlsson (125cc 4-3)

Give a Gift That Lasts All Year!



And Save with These Low Holiday Prices!

\$9.97 for the first gift subscription -- save 72% OFF the regular newsstand price!

\$9.00 for each additional gift -- save 75%!

DIRT RIDER

Free Gift Announcement

If you wish, we'll gladly send out a gift announcement in your name for every gift subscription you give.

Gift Subscription Order Form

Gift #1

1 year (12 issues) \$9.97 -- save 72% on your first gift subscription

Send to:

Name _____
(please print)

Address _____

City _____

State/ZIP _____

Please indicate if you would like us to send a gift announcement to the above gift recipient. Yes No

Gift #2

\$9.00 for each additional gift subscription -- save 75%!

Send to:

Name _____
(please print)

Address _____

City _____

State/ZIP _____

Please indicate if you would like us to send a gift announcement to the above gift recipient. Yes No

Enter your name & address below

Payment enclosed Bill me (U.S. & Canada only)

Include my own 1-year (12 issues) subscription to DIRT RIDER for only \$9.00

From:

Name _____
(please print)

Address _____

City _____

State/ZIP _____

Your savings are based on the regular newsstand price of \$35.40 (for 12 issues). The above offer is good in the U.S. only until Jan. 31, 1993. California residents please add sales tax: \$0.72 for 1st gift; each additional gift, \$0.65. For all foreign subscriptions, add to the above rates the following amount (in U.S. funds) to cover surface mail postage: Canada add \$8.00 (price includes GST). For all other foreign countries add \$11.00. Allow 4-8 weeks for first issue to be mailed. Additional gift subscriptions are listed on a separate sheet.

8MKU4 / dr

Mail to: DIRT RIDER, P.O. Box 58722, Boulder, CO 80322-8722

THE REPLACEMENTS

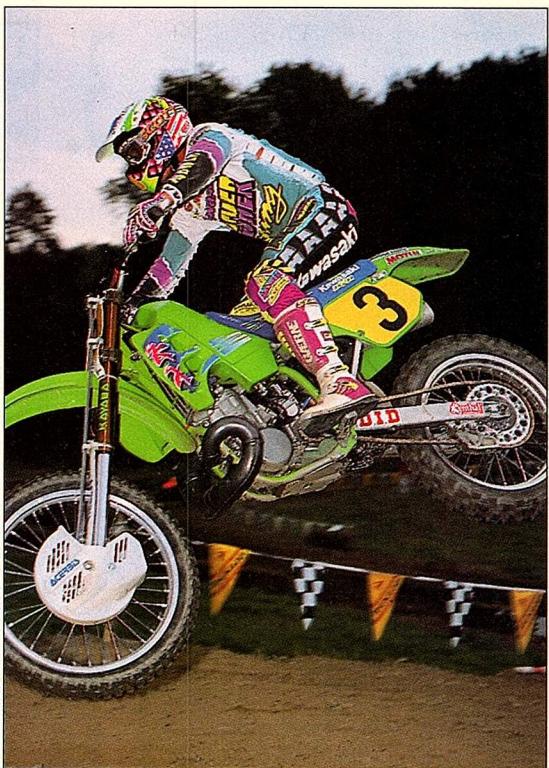
AMA 125cc/500cc National Championship Series

By Davey Coombs

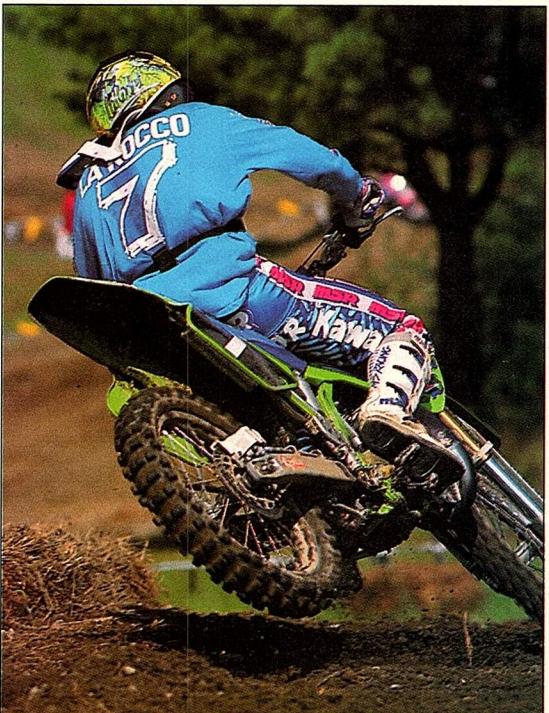


Before the 1992 AMA 125/500cc National Championship Series started late this summer the Kawasaki racing team appeared to be in trouble. Living legend Jeff Ward was to step down as the team's designated leader and Jeff "Chicken" Matiasevich, Ward's longtime back-up, had never quite overcome the broken leg he suffered last year. The imminent departure of Ward and possible dismissal of Matiasevich after the '92 season left the door wide open for a new hero at Kawasaki. And, with two races to go in the '92 National season, teammates Mike Kiedrowski and Mike LaRocco are fighting one another for that role, albeit in different classes.

Motor



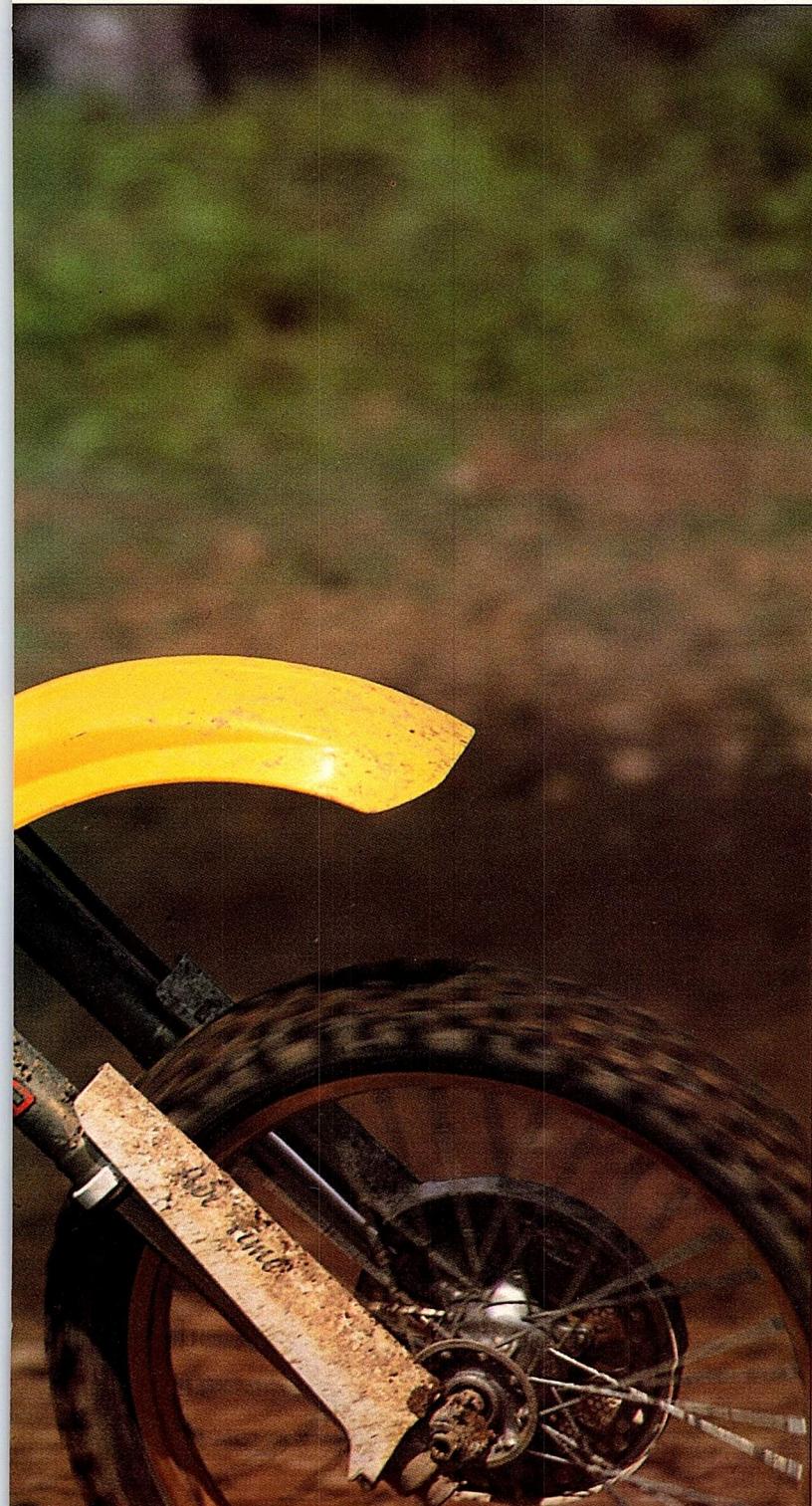
Mike Kiedrowski is well on his way to winning his first-ever 500cc National championship. His two wins at Binghamton give him a decent cushion over Jeff Stanton. The two lead the field, 142-136, respectively.



Although he hasn't been winning many Nationals lately, Mike LaRocco hasn't gone unnoticed. The 125cc series point leader has been playing it safe to ensure the title goes his way.

Guy Cooper hasn't had a spectacular outdoor season since he won the 125cc title in 1990. After crashing several times in moto one at Binghamton and having to ride sans a rear fender, his problems were compounded in moto two when he broke his femur in a crash with Doug Henry.

PHOTOS: KINNEY JONES



Here they are! The
All New Factory Effex
Sticker Kits!

Just like the Factory
Teams use! Virtually
Scratch-proof and
printed on Super
thick Ultracurve™
material so they won't
bubble or wrinkle -
Even on Radical
curves!



1.

HELMET
DIGIT

STICKERS

2.

HELMET
STICKER
KITS



3. **S P O N S O R
STICKER
KITS**



A.

B.

**STICK
IT
Where?**

4.

**R E A R
F E N D E R
STICKER
KITS**

Suz

Kawa

Yama

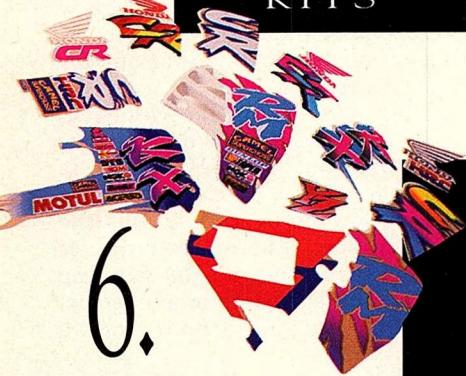


Honda



5.

RADIATOR
SHROUD
STICKER
KITS



6.

FORK
SHIELD
STICKER
KITS



Official Supplier of Factory Kawasaki Team
Mike Kiedrowski Factory Bike Shown.

Honda '92

Honda Pre '92

Kawa Pre '92

Kawa '92

7.8.9.

PLATE
BACKGROUND
STICKER
KITS



Suz '92

Yama Pre '92

Yama '92

Just
STICK
IT!

FACTORY

Effex

TM

So trick-out your bike
with Factory Effex™
Stickers.



Get 'em at your
nearest dealer or call

Answer Products at:

(805) 257-4411

or Outside Ca:

(800) 423-0273

In Canada:

R&M Motosports:

(604) 276-8666

GREAT EXPECTATIONS

One would think that with Kawasaki's in-house star-search program—Team Green—the company would have a steady breeding ground for champions. However, of the 10 professional titles the company has accumulated since 1972—Ward's seven, plus one each for Kiedrowski, Jim Weinert and Brad Lackey—only Kiedrowski's '91 125cc crown has any direct ties to Kawasaki's highly acclaimed amateur program. That's not to say the program hasn't produced stars recently; Jeff Emig, Ezra Lusk, Brian Swink and Jeremy McGrath have all been affiliated with the amateur support program. And several American riders competing in Europe—Donny Schmit, Trampas Parker and Bob Moore included—grew up with Team Green. However, none of these riders competes on a green machine at this time.

Kiedrowski and LaRocco are relative newcomers to the squad. Kiedrowski started his Pro-Am career on a Kawasaki but switched to Honda for two tension-filled seasons riding in the shadows of Rick Johnson, Jeff Stanton and Jean-Michel Bayle.

LaRocco was billed as a star at Suzuki but never seemed to break free from the talent-rich Suzuki pits. He joined Kawasaki after the 1991 season, where he proved himself to be one of the fastest 125cc riders on the circuit. Unfortunately, LaRocco was spending the first half of each series riding in the 250cc Nationals, and because of this divided interest he never became a contender for a title in either class.



Defending 500cc champion Jean-Michel Bayle and Jeff Ward have been on cruise control in this series. Both are retiring from motocross at the end of 1992, and neither has been in serious contention.

EARLY POSTURING

The '92 supercross season began with LaRocco gathering an upset victory at Orlando; it ended with Kiedrowski earning several top-three rides. While LaRocco was forced to quit the series with a wrist injury the "MX Kied" went on to finish fourth overall for the third year in a row but failed again to earn a main event victory. However, '92 was still a summer of milestones for Kiedrowski as he produced his first-ever 250cc National (Red Bud, Michigan) and 250cc grand prix (Suzuka, Japan) victories. Those ac-



Jeff Stanton earned his reputation aboard 500cc machines and is considered a big-bore specialist. But it looks as though his string of runner-up finishes will continue at least one more season.

complishments seem to have changed Kiedrowski's outlook on racing forever.

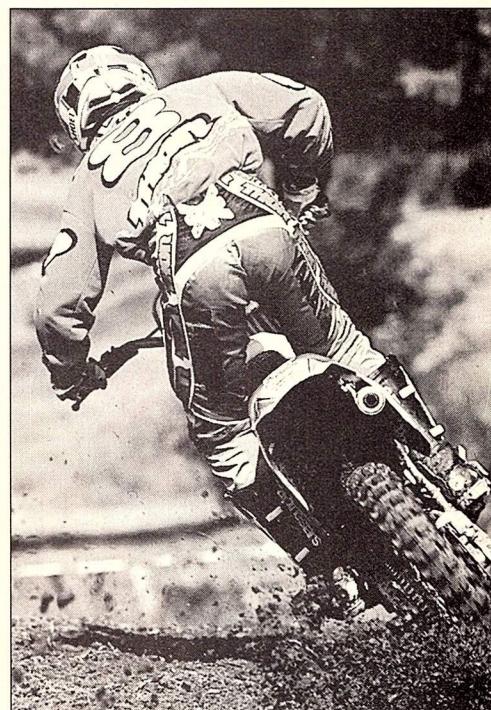
"I think my win at Red Bud helped my confidence a great deal," the 23-year-old Kiedrowski declared. "Once I got up front, I knew that I had the speed to stay there. My new strategy is to go out and try to win every time."

At the 500cc National series opener in Washougal, Washington, Kiedrowski put his new attitude to good use and beat title-favorite Stanton for the overall. It was the first 500cc National ride of Kiedrowski's life, and his winning performance surprised many people, though Stanton was not among them.

"Mike's performance in this series doesn't surprise me a bit.... Once a champion, always a champion," Stanton noted. "He's a good rider, and Kawasaki obviously has a very good Open-class bike. It's going to be a tough series between the two of us."

BREAK ON THROUGH

At the next round in Millville, Minnesota, the two battled to even scores after Stanton's Honda chewed up all but second gear in one moto. Outgoing pros Ward and Bayle put up slight challenges, though the star of the pack was inspired privateer John Dowd, who placed fourth



Jeff Emig has been on a roll, winning the last four out of five 125cc outdoor events. Had he gotten off to a stronger start at the beginning of the season he might have been able to give Mike LaRocco a better fight.

OLD WORLD CRAFTSMANSHIP HI-TECH PROTECTION



SIDI



① Sidi's all new "Cam-Over" buckles are acknowledged to be the best buckle system available. Lower buckles are fully protected by a plastic deflector.



② Kevlar® over plastic protection is offered on the inside of both boots over a large surface area.

③ Sidi's exclusive-patented "Raised-Point" protection system disperses impacts or pressure to the rider's ankle over a broad area.

Sidi offers six color combinations to match any brand of apparel or any taste, from conservative to radical Sidi has covered!



Distributed By:

ACERBIS

ACERBIS DESIGN

9402 Wheatlands Court, Suite A, Santee, CA 92071, (619) 562-1440

in both motos for fourth overall. At round three in Binghamton, New York, Kiedrowski and Stanton diced out front the entire time with Kiedrowski emerging victorious.

"He just flat beat me," Stanton said after the race. "We were splitting motos up until this point, pretty much smoking everyone else, but Mike just had one of those days when you don't make a mistake. I pushed him the whole way, but he just plain beat me." Stanton added, "I have yet to win a title in the 500cc class. I've let them slip away a couple of times, and I don't want to make the same mistake this year."

For Stanton, the loss of another 500cc championship would be a season wrecker. Having already earned a pair of hard-fought championships in 250cc National and supercross racing, Stanton's resumé now includes six career 250cc championships but nothing in the 500cc division, once thought to be his best class. The '92 title for Stanton is important not only in that it will give him the '92 "triple crown" but also because it will give him seven career championships, tying the all-time record shared by Rick Johnson and Jeff Ward. Stanton denies giving this historic feat too much attention:

"I just go out there and have fun and do what I like to do. If I go out there and break records here and there, then that's fine...I'm having fun and breaking records."

After their Binghamton defeat

Honda circled their wagons in an effort to keep Stanton in the game and prevent Kawasaki from adding a 500cc title to the 125cc crown LaRocco appeared ready to claim. "I'm spending the next few weeks in



Erik Kehoe put in his best finish of the year at Binghamton. He went 3-4 for third in the 125cc class.

STANTON'S CHOICE

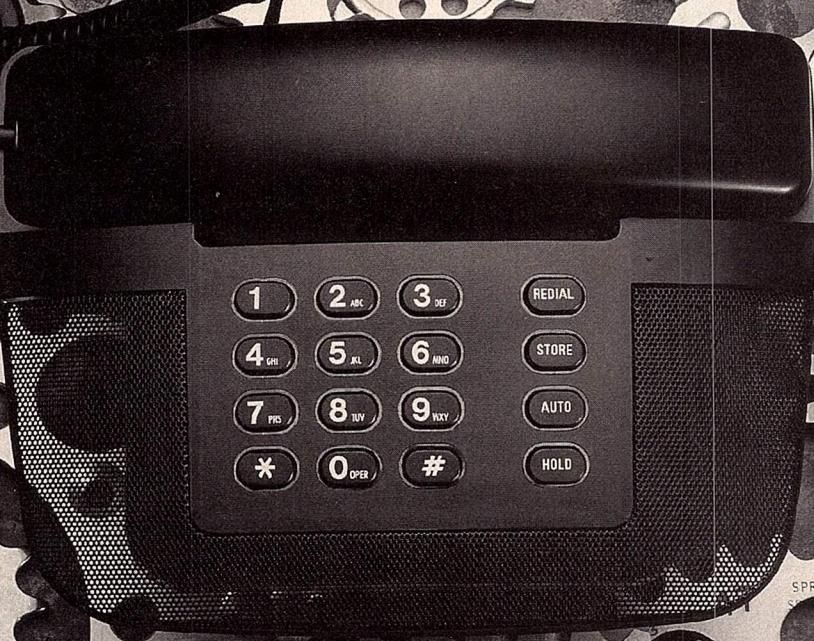
Settle for anything less. Not a #1 contender like Team Honda's Jeff Stanton. There's only room for best components on Jeff's Machine. Like Sunstar. Standard equipment for him. Standard equipment for Team Honda. And even standard OEM equipment for Yamaha, Suzuki, and Kawasaki. Jeff won't settle for less. Why should you?

Sunstar. Their choice. Your choice.

SUNSTAR

CAESAR PHOTO DESIGN

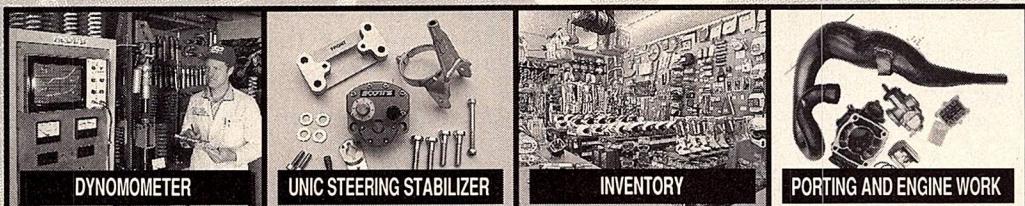
NOW YOU CAN QUICKLY ADD BARS AND SPROCKETS TO YOUR BIKE WITH THIS SIMPLE TOOL.



If you're looking for handlebars and sprockets for your motorcycle, look to SCOTTS. Not only will you find all the major brands at low prices, but you'll be talking to knowledgeable and courteous sales people who will help you find exactly what you're looking for. This knowledge comes from over 19 years of experience and service.

SCOTTS also offers performance improvements for both two and four stroke motors. Individually customized suspension packages. A complete line of riding apparel and aftermarket products, including the world famous UNIC steering stabilizer. And authorized Honda, Kawasaki, Suzuki and Yamaha sales and service. We also sell and service ATK motorcycles.

So, if you'd like to order bars, sprockets or any of our other quality products or services, call SCOTTS today at (818)248-BIKE. And see what a valuable tool your phone can be.



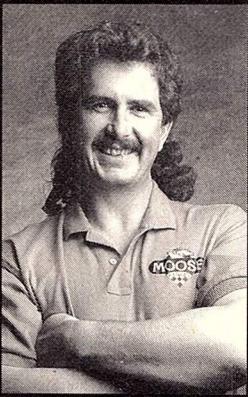
SCOTTS
Performance Products



2625 Honolulu Ave., Montrose, CA 91020 TEL:(818)248-BIKE FAX:(818)248-4529

DEALER INQUIRIES WELCOME

SAME DAY SHIPPING



ASK MOOSE RACING

**Joe
Shedron,
Moose
Racing
Product
Engineer**

Q. Moose Racing flywheel weights are welded on. Why don't you make weights that bolt on, so I can take them off?

A. Early prototypes of the Moose Racing Heavyweight flywheel were bolt-ons, but they proved less effective and unreliable and never made it to production. The forces of the crankshaft spinning at up to 10,000 rpm quickly loosen a bolt-on weight, and every bolt-on flywheel we tested eventually failed.

Moose Racing takes your flywheel and press-fits a precision-made steel weight, which is welded in place. The flywheel is then machined to final tolerance, ensuring near-perfect balance and trueness. Ounce for ounce, a Moose fly-wheel provides almost twice the inertial effect of a bolt-on imitation, since our weight is concentrated around the periphery of the rotor, not in a useless lump at the center hub.

Once you experience the increase in torque and traction that a heavyweight flywheel gives your bike, you won't want to take it off. Engines with Moose weighted flywheels are easier to start, harder to stall with the rear brake, and have much better acceleration due to reduced wheelspin.

Reliable Moose Racing Flywheels are the first choice for many Pro riders who need maximum bottom-end power from their machines—riders like Team Suzuki's Randy Hawkins and Steve Hatch, KTM's Kelby Pepper and many, many more.



Send \$2.00 for our
32-page 1992 catalog.
Moose Racing, Dept. D8,
3911 Norwood Dr., #G
Littleton, CO 80125
1-800-MOOSE-IT

California to work on the 500," said Stanton as everyone went home for a month-long break before the final two rounds of the five-race series. "We will do whatever it takes to be ready for those last four motos. This series is by no means over."

THE OTHER ONE

The same might have been said about the 125cc series if Yamaha's Jeff Emig had not suffered through one miserable moto in Minnesota. At that race the 21-year-old Emig, who had won three Nationals in a row to that point, suffered a flat rear tire and allowed LaRocco to regain the cushion he had built himself throughout the first half of the series.

"I was starting to get a little worried with Emig winning those last three," said LaRocco, whose 1-2 score at Millville earned him his third win in eight rounds. At the previous National in Washougal, LaRocco had had an uncharacteristically poor day, tallying a 15-7 for a season-low 11th overall; Emig walked away with both motos. Then the tables turned on the class leaders in Minnesota. "I had a bad weekend at Washougal, and Emig had a bad weekend (in New York) so it kind of evened out."

"I'm just glad to be winning motos," Emig exclaimed after his win at Washougal. "I feel real confident, and the bike is working great, so I think I've still got a good chance at this title."

TRIBES

Kawasaki badly wants a second straight 125cc title. On the other hand, Yamaha has an even larger monkey on its back, having not won a single title in this division since 1979 when Broc Glover captured the last of his three 125cc crowns. The expected competition from former 125cc giants Honda and Suzuki has not materialized this year. Honda's Peak-backed attack has just one moto win to its credit while Suzuki's fastest pilots—Guy Cooper, Steve Lamson, Ezra Lusk and Larry Ward—have struggled through a season of injuries.

Suzuki's ever-popular high-flyer Cooper had been noticeably absent from title contention all year long until his season came to a premature end in New York. At the start of the second moto he cross-rutted the approach of a double jump and crashed into the face of the second mound. Another rider landed on Cooper, who suffered a broken left femur as a result of the collision.

That left fifth-place TUF Racing privateer Ron Tichenor as the highest-ranked Suzuki in the 125cc National championship standings.

1993

While it remains to be seen whether LaRocco and Kiedrowski can win these year-end titles, it is obvious that Kawasaki should have great momentum going into the 1993 season, even with the absence of Jeff Ward.

In the Yamaha camp, Bradshaw should be back to full strength after a six-month layoff due to knee surgery. He hopes to put the 1992 upset season behind him and concentrate on earning his first major championship.

Suzuki, meanwhile, will be concentrating primarily on the 125cc class, but when Cooper returns from his broken femur, he will move up to the 250cc Nationals and also try to give Suzuki its first supercross championship since Mark Barnett won the series in 1981.

The highly publicized departure of Bayle, who has been joy-riding through the 500cc Nationals, leaves Stanton as Honda's lone veteran contender. Although he will be teamed with Jeremy McGrath and Steve Lamson, Stanton will have to bear most of the weight in the year to come.

DR

BINGHAMTON RESULTS

125cc

1. Jeff Emig (Yam)	2-1
2. Mike LaRocco (Kaw)	1-2
3. Erik Kehoe (Hon)	3-4
4. Doug Henry (Yam)	7-3
5. Ron Tichenor (Suz)	4-8

500cc

1. Mike Kiedrowski (Kaw)	1-1
2. Jeff Stanton (Hon)	2-2
3. Jean-Michel Bayle (Hon)	3-3
4. Jeff Ward (Kaw)	4-4
5. John Dowd (Kaw)	6-5

POINT STANDINGS

125cc

1. Mike LaRocco	381
2. Jeff Emig	333
3. Ron Tichenor	282
4. Guy Cooper	260
5. Doug Henry	246

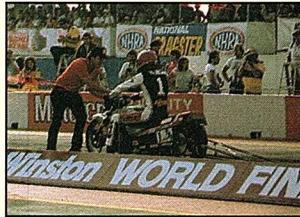
500cc

1. Mike Kiedrowski	142
2. Jeff Stanton	136
3. Jeff Ward	110
4. Jeff Matiasevich	91
5. John Dowd	88

SPECIAL LIMITED-TIME OFFER

BUY AN **RK** CHAIN AND GET A FREE TEAM **RK** RACING VIDEO

Join host, **LARRY MAIERS**,
for an action-packed hour of
racing footage & interviews.



ERV KANEMOTO: WORLD GP RACING'S MASTER TUNER

Enjoy entertaining and exciting footage beginning with the legendary ERV KANEMOTO in an exclusive and insightful interview bringing back memories of Erv's 20 years in racing. See rare GP footage and receive insights into the great racing personalities he's worked with such as GARY NIXON, WAYNE GARDNER & EDDIE LAWSON. Included are the HRC years with showcase footage of FREDDIE SPENCER's first world title over King Kenny Roberts and his unprecedented double 500GP/ 250GP World Championship season.



VANCE & HINES RACING & DAVE SCHULTZ

Visit racing's dynamic duo. Learn about Terry and Byron's early years; their drive to form their own company, the relationship with Suzuki, and the unprecedented 14 PRO STOCK national drag racing championships with Suzuki. Look in on their current Yamaha Road Racing campaign and exciting Daytona '90 win. Also, Terry Vance shares tips on racing as a business and what sponsors are looking for when they get involved in racing.

SPECIAL BONUS: Dave Schultz puts the D R A G back in Vance & Hines Racing! Cover the quarter mile in less than 8 seconds!

Experience it from Dave's point of view as the 6-time Pro Stock champion explains the high-tech side of drag racing and his new involvement with Vance & Hines.

TEAM YOSHIMURA RACING

Travel to the Yoshimura Skunk Works and enjoy a candid interview with "Nabe" Watanabe, the controversial head of Yoshimura R & D of America. Get the inside story on "Pops" Yoshimura as you witness exciting race footage of Team Yoshimura in action. See the early years with Wes Cooley and Graeme Crosby winning at Daytona. Also, witness the Kevin Schwantz era, the Daytona challenge, and Doug Polen's U.S. and international development with Team Yoshimura.

RANDY HAWKINS & DAVE BERTRAM

Finally, kick back and enjoy two revealing and insightful interviews with Team Suzuki's Randy Hawkins, 3 time National Enduro Champion; and Dave Bertram, 5 time ISDE Gold Medalist and 2 time National Reliability champ. See beautiful race footage and scenery as both Randy and Dave speak frankly about the current off-road racing situation and it's on-going conflict with environmental agencies.

Here's how to get your FREE, NO RISK, TEAM RK RACING VIDEO:
Go to any motorcycle dealer or parts store and buy an RK motorcycle chain for your bike. Have the dealer put his stamp on the coupon or fill it out and sign it. Send in the coupon plus \$5 to cover shipping and handling and get a FREE 1-hour Team RK Racing Video AND a FREE RK Racing Patch and Sticker set (worth \$5) as a bonus. If not completely satisfied with the video you can mail it back for a cheerful refund. Keep the racing patch and sticker set for your trouble.

YES, rush me my FREE 1-hour Team RK Racing Video, Racing Patch & Sticker Set. Enclosed is my \$5.00 cash, check or money order to cover shipping & handling. If not completely satisfied, I can return the RK Video for a cheerful refund and keep the RK racing patch & sticker set for my time and trouble.

Print Name: _____

Address: _____

City/State/Zip: _____

Day Phone: _____ Age: _____

Signature: _____

TO BE FILLED OUT BY DEALER

Print Store Name: _____

Address: _____

City/State/Zip: _____

Phone: _____ RK # & Length: _____

Signature/Title: _____

Comments: _____

Mail to: FTM & ASSOCIATES • 1240 Rancho Encinitas Drive • Encinitas, CA 92024

STATUS QUO

Chasing Trends In Tennessee

By Davey Coombs

Since 1982 the AMA Amateur National Championship at Loretta Lynn's Dude Ranch in Hurricane Mills, Tennessee, has acted as a crystal ball of sorts for factory team managers looking for future employees. Many of the stars of today's pro motocross world—Stanton, Bradshaw, Schmit and Kiedrowski—have graduated directly from Loretta Lynn's into the professional ranks. With that kind of alumni it's little wonder why the five-day race, dubbed "America's Greatest Motocross Vacation," annually draws more than one thousand of America's fastest amateurs.

The 1992 event featured several youngsters on the verge of racing stardom, though no rising star shone as brightly as Florida's Timmy Ferry. The 17-year-old Kawasaki pilot hammered out the sixth and seventh AMA Amateur National titles of his career, besting Jimmy Button's previous record of six number-one plates. In winning this year's 125 and 250cc A Modified classes Ferry overcame two poor starts and a couple of slips to beat fellow amateur heroes Tommy Clowers, Jason Ed-

wards and Scott Sheak.

Ferry might have had an advantage over Clowers and the rest in that he spent the summer competing as a Pro-Am in the 125cc Nationals all across the country. (The A Modified classes at Loretta Lynn's are open to any rider except those holding an AMA Expert Pro license.) The day after winning his last amateur title Ferry took a spot on the starting gate at the Millville, Minnesota,

125cc National and let his pro stock rise by finishing a remarkable fifth in the second moto.

For Team Green's 15-year-old prodigy Robbie Reynard there will be no Sunday Nationals until next year, but the '92 amateur event contributed greatly to his growing star power. At Loretta Lynn's Reynard reeled off five moto wins in six tries against the nation's top 125cc (12-15-year-old) talent and posted lap times near-



Kevin Windham (11) swept all six motos to win both the 85cc (14-15-year-old) Stock and Modified classes. Here he trails Jeff Wilho (40), Robbie Skaggs (44) and Matt Maximoff (4) during the Stock class start.



Timmy Ferry was unquestionably the fastest rider at Loretta Lynn's. The 17-year-old overcame poor starts to win the 125 and 250cc A Modified classes, earning him a record seven AMA titles to date.



Ricky Carmichael was the 12-13-year-old 85cc Stock class champion. He is shown here trailing Mark Burkhardt (number 47) during the race.

Now Available At A Dealer Near You:

"WORLD FORCE 2"



Sequels to an original succeed when customers once again get their hard-earned money's worth, and then some. Well, that's exactly what O'Neal USA customers will get with our all-new World Force 2 Jersey.

Like our popular World Force 1, World Force 2 jerseys feature colorful, dynamic graphics, impeccable quality and outstanding performance. But you'll discover many new improvements too like all-over front and back printing, logo-treatment on cuffs and collars, an oversized fit for greater comfort, plus larger, thicker elbow padding.

It's always a challenge to improve on an original hit, but our new World Force 2 Jersey is making tracks already. (And just wait til you see the new World Force pants and gloves that go with them...)

Check out O'Neal's new World Force 2 Jersey today. Now showing at a dealer near you.

ONEAL

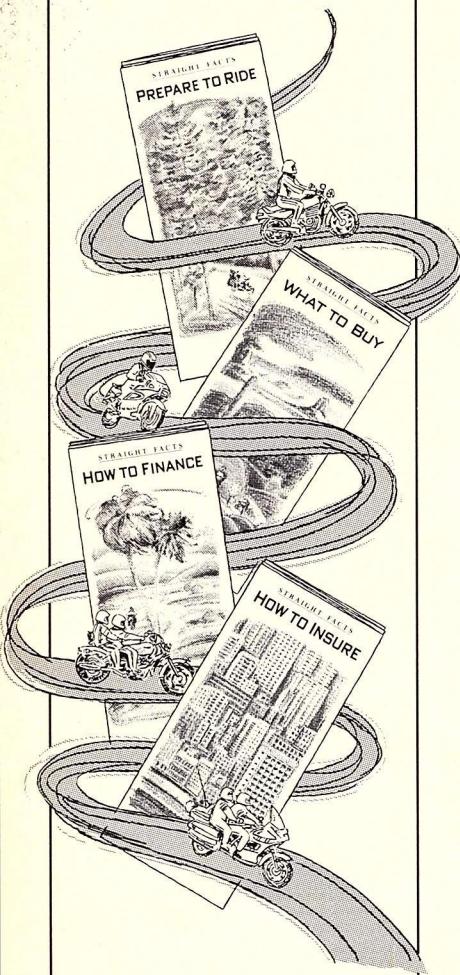
9160 Jordan Avenue, Chatsworth, CA 91311
(800) 326-6325 (Orders) • (818) 882-0435 (Fax)

Available in Flo. Red/Purple, Flo. Yellow/Pink or Jade/Purple in M, L and XL.
Available in Cyan/Royal or Purple/Cyan in M, L, XL, and XXL. Suggested Retail: \$35.00

A Short Course in Reading and Riding.

It won't take long to educate yourself about one of America's great outdoor adventures: Motorcycling.

Start by calling 1-800-833-3995. We'll send you four free, fact-filled brochures. You'll also get information on the smartest riding courses available, the Motorcycle Safety Foundation (MSF) RiderCourses®.



So call now—it's only a short course, but it will put you on the right track to Discover Today's Motorcycling.



1-800-833-3995

ly equal to those of Ferry. Reynard opened lots of eyes to his growing speed with this display, including those of his longtime rivals.

"He's a great rider," admitted Ohio's Greg Rand, "so I'm just doing the best I can." Suzuki-backed Rand was finally able to block a Reynard shutout when he won the final moto of the weekend, an accomplishment in which he took great pride. "Beating him in the last race feels good; I just wish I could have done it earlier in the week." If Reynard is the next Damon Bradshaw, Rand may be the next Mike Kiedrowski.

That fastest rider of the minicycle elite was Louisiana's Kevin Windham, a 15-year-old Team Green rider from Baton Rouge. Windham did Reynard one better at Loretta Lynn's—he won each of the six motos he entered. Though he was by no means a runaway champion in either the 85cc Stock or Modified classes, his more flawless than flashy riding style always kept him just a few bike lengths ahead. Michigan's Matt Maximoff took the runner-up position in the Stock class, and Georgia's Richie Horton did likewise for the Modified.

There are no pro motocross races on the horizon for women racers, which only adds importance to a win at Loretta Lynn's. Five-time Women's class champion Mercedes Gonzalez abdicated her title in favor of a four-wheel racing career, leaving room for a new queen to be crowned. In the biggest surprise of the week Australia's Tiffany Greenwood became

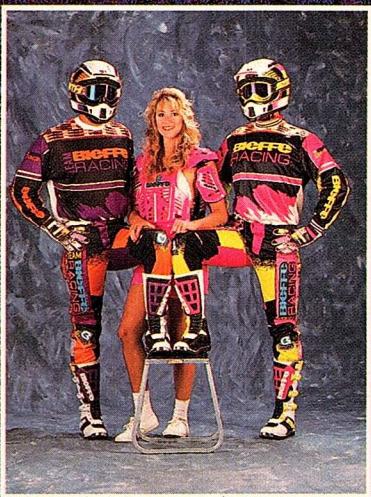
the first foreign rider ever to win a Loretta Lynn's title when she upset Massachusetts' Cynthia Cole and Florida's Dee Ann Wood, the odds-on favorites for the title of "World's Fastest Woman." Greenwood, who was making her sophomore appearance at the AMA Nationals, finished a consistent 2-1-2 in three motos to clinch her first U.S. National championship. **DR**



Craig Decker made his long journey from California to Tennessee worthwhile by winning the Stock and Modified divisions of the 250cc B class.



More than one thousand riders turn out each year for the AMA Amateur Nationals at Loretta Lynn's. The event is unique because riders qualify in regional races, placing themselves directly into a main event.



Bieffe Suzuki's Stefan Everts



HEAD TO TOE.

World champions
Stefan Everts,
Donny Schmit, and
Alessandro Puzar
demand the
best in comfort,
style, and
performance.
There's no
substitute, Bieffe
Head To Toe.

BIEFFE®

Bieffe USA, Inc.
1746 Junction Ave.
Suite E
San Jose, CA 95112
Call for a free catalog
(408)436-8098

All MS Enduro Jackets and Pants are constructed utilizing Hi-tech Goretex® technology which is 100% Waterproof and windproof while releasing body moisture, Guaranteed!

A. I.S.D.E. Enduro Pro Jacket: Superior and unique to any other jacket on the market. Constructed of Goretex®, Kevlar® elbow guards, Polar Fleece Collar, and Underarm & Back Vents to keep you comfortable from Winter through Fall. Sizes SM-XXL.

About 260 bucks.

■ Red/Blue ■ Purple/Grey ■ Navy/Grey

B. Lite-Ning Pro Pants: Designed to function in all riding conditions. Utilizing Goretex® construction, Side Spandex with a Goretex® waterproof gusset and Kevlar® inner knees. Sizes 28-40 (Navy 28-44).

\$200 or there abouts. ■ Red ■ Blue ■ Navy

C. Lite-Ning Pro Jacket: A lighter duty jacket designed around the I.S.D.E. Pro Jackets materials and technology. We removed the Kevlar® elbows, the belt, and shortened the length to make a jacket ideal for competition. Also perfect for muddier conditions.

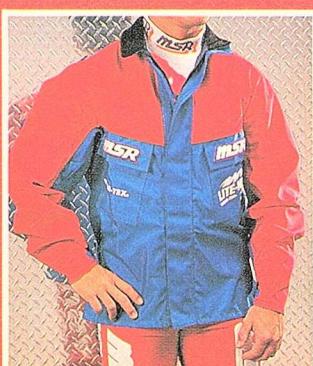
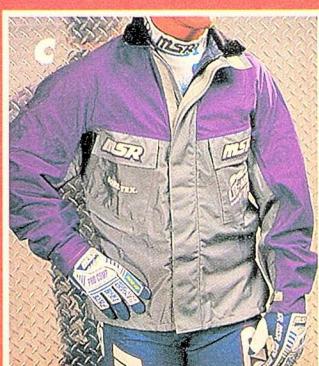
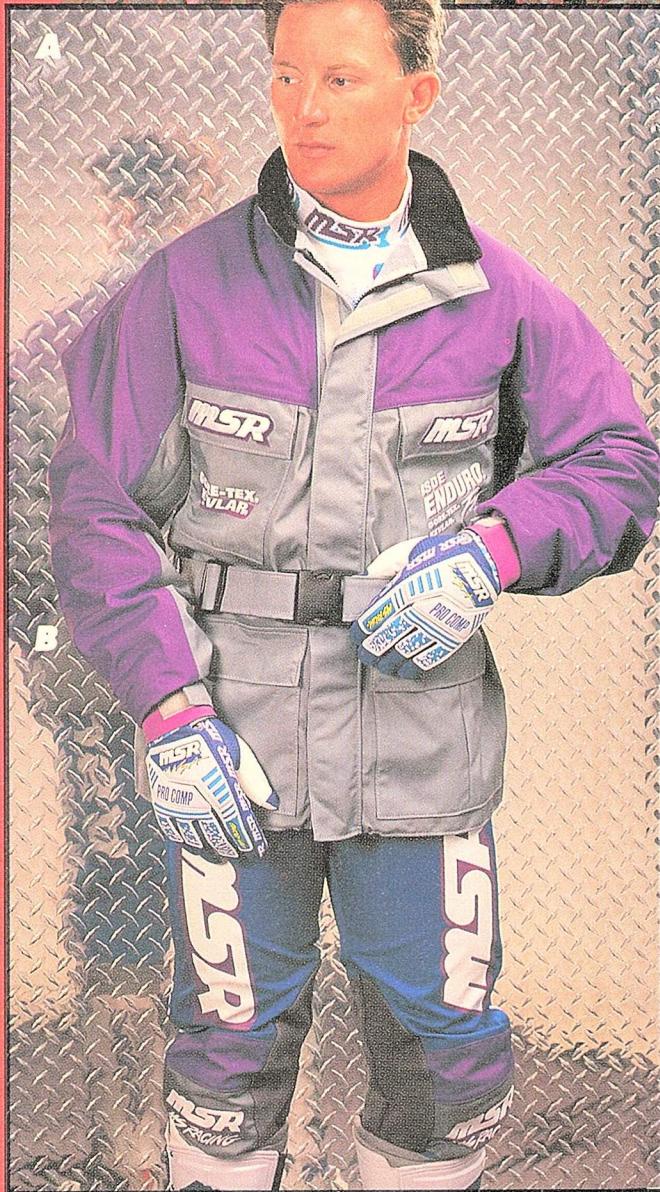
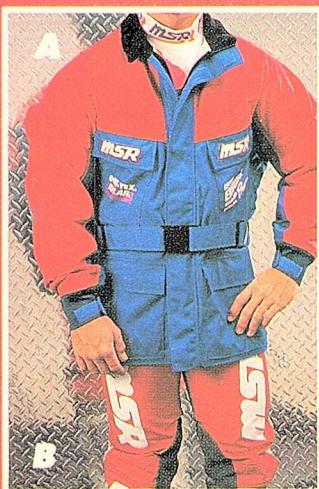
Around \$190

■ Purple/Grey ■ Red/Blue ■ Navy/Grey

D. Dual Sport I.S.D.E. Jacket and Lite-Ning Pants: Derived directly from our Goretex® Enduro apparel line only with a less conspicuous look for OnRoad and OffRoad.

■ Jacket (Sizes SM-XXL): \$254 more or less.

■ Pants (Sizes 28-44): About \$193





■ A. **Deluxe Goggle Bag:** Holds up to three goggles and numerous spare lens inside the stout Cordura® exterior with a padded lining. About 18 dollars.

■ B. **Helmet bag:** Protect your mega bucks paint job with this tuff Polyester Nylon Shell fused to a soft Tricot lining. Around 17 1/2 bucks.

■ C. **Goggle Bag:** Extends the life of your goggles and lens by utilizing a soft scratch resistant material and drawstring. Sold 2 per pack. About ten fifty.

■ D. **Super Gear Bag:** A multi-compartment bag with rigorous hand and shoulder straps, easy access zippers, leather reinforcements and boot compartment. Around 90 smackers.

■ E. **Medium Gear Bag:** Take our Super Gear Bag, lob off one end and you've got it. About 75 bucks.

■ F. **Large Gear Bag:** Less frills for the bills. A large cargo compartment with two side pockets. Also sports a separate "Dirty Gear" compartment. Around \$41.

■ G. **Enduro Tool Pak:** Cut the trail with necessary tools and other paraphenalia. Fabricated from Cordura® with canteen mounts, YKK zippers and foam & plastic insulation. Fits 28"- 44" waist. About 50 bones.

■ Purple ■ Blue

■ H. **Lite-Ning Pak™:** A lightweight compact tool carrying devise for the more serious rider. Also formed from rugged Cordura®, YKK zippers and an adjustable nylon belt. Fits 28"-40" waists. \$43 or there abouts. ■ Purple ■ Navy

■ I. **Back Canteen:** Replenish vital body fluids while you ride. A dual insulated Neoprene Shell keeps liquid coolest on the market. Complete with all hardware.

26oz. Enduro: ■ Blue ■ Red About 29 bucks.

10oz. Motocross: ■ Silver Around 27 bucks.

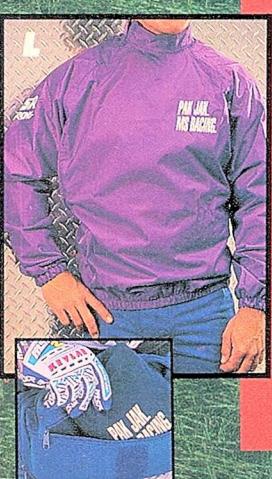
■ J. **Classic Fanny Pack:** Sports one large compartment made of durable nylon Pak Cloth and a padded lining. Fits 26"-46" waists.

25 Bucks give or take. ■ Purple /Grey ■ Blue

■ K. **Classic Back Pack:** This large cargo apparatus is assembled from Cordura® Nylon, padded shoulder straps, a nylon security belt, padded back protection and leather in strategic stress area. This ain't no book bag. 44 smackers give or take.

■ L. **Pak Jak:** Constructed utilizing a Hi-tech breathable coating over Husky Nylon with sealed seams to resist water, side zipper to avoid ballooning and a close fitting design to maintain body heat. It also folds into its own self contained carrying pouch. MD-XL. About \$60.

■ Purple ■ Navy



**THE ONLY
100% MATCHED
SPROCKETS & CHAINS**

**#1 RATED
6 YEARS IN A ROW**
**DIRT BIKE
MOTOCROSS
ACTION**

**SILVER & GREEN
NOT SHOWN**

ALL BRANDS/YEARS

HONDA

ATK • KTM

YAMAHA

HUSKY

SUZUKI

MAICO

Kawasaki

Cagiva

can-am

**ORDER
FACTORY DIRECT
1-708-513-1000**

**24 HOURS/7 DAYS
OVERNIGHT DELIVERY
CANADIAN/FOREIGN ORDERS WELCOME**



**DON'T GET STUCK
WITH STOCK**

**SideWinder®
DELIVERS THE POWER**

KRAUSE RACING/SIDEWINDER PRODUCTS • 3705 STERN AVE. • ST. CHARLES, IL 60174

Free Racing Decals and Tech Bulletin with every order • Send Resumes to apply for our SideWinder Support Program • Call or Write for FREE Brochures - State Make & Model

DISMOUNTING



On The High Side

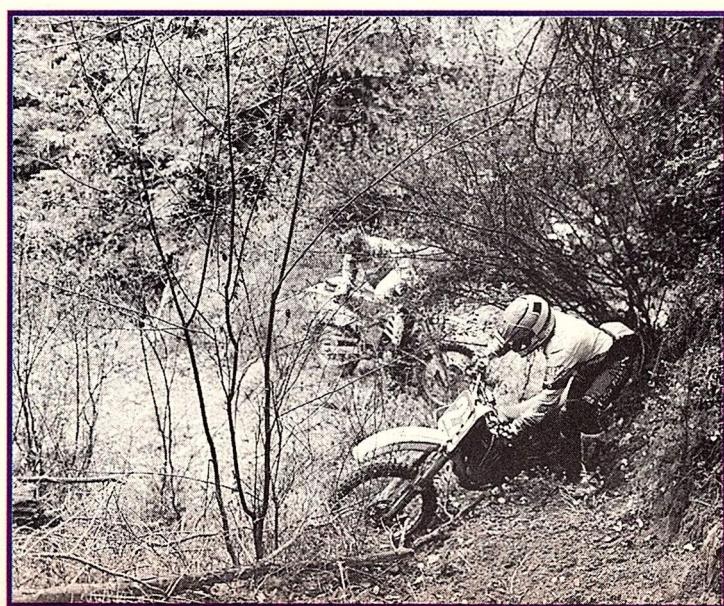
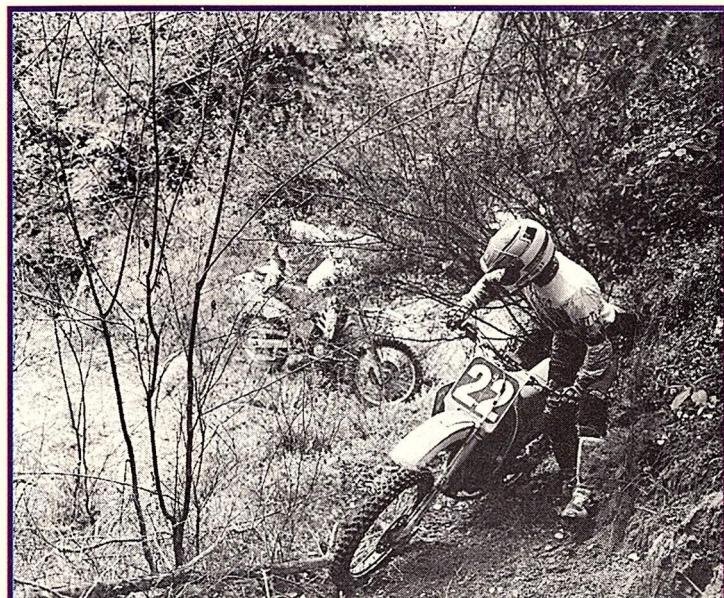
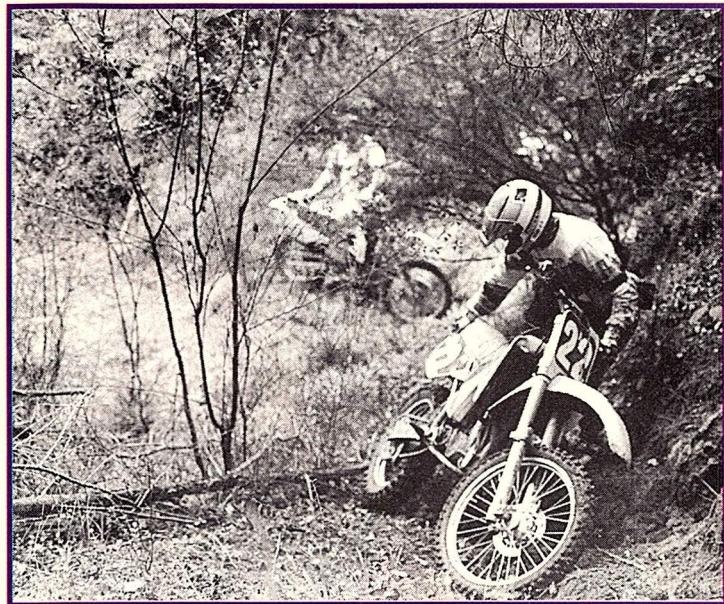
The average dirt bike weighs about 240 pounds. Add a little mud, and you're easily up to 250. If it falls over in your driveway it's pretty heavy to pick up, but it's not impossible. However, if it falls over so that the wheels are above the handlebar on the side of a hill, it suddenly feels like that same bike weighs about 500 pounds. To make matters worse, you must then try to lift the machine from below, a position that gives you zero leverage and takes just about as much energy as riding the Baja 1000.

The key to avoiding this situation is to always stay to the high side of the machine and lay the handlebar into the hill if you feel like you aren't going to make it. Turn the machine sideways to the hill and lean into the uphill side with the machine slightly below you. From this position you can easily make the turn back down the hill, maintaining control of the machine's speed with both the front and rear brakes.

Avoid getting behind the machine while climbing. You'll end up pulling on the handlebar to stay on the machine, your feet will come off the pegs, and the bike will most likely wheelie over backward, crashing heavily. A better idea is to slide your butt back to load the rear wheel for traction, but keep your head and shoulders forward to weight the front so that you can maintain your balance and control on the hill.

You run the highest risk of injury when you highside over the machine and end up tumbling down the hill with the bike chasing you. Remember to always turn sideways to the hill and lean the bike's handlebar against the ground. It's much easier and cheaper to fix a motorcycle than it is to fix yourself, so if worse comes to worst and you can't make the hill, ghost the bike rather than put yourself at risk.

—Dick Burleson





Rock gardens littered Day Five's course, which was made even more treacherous by the torrential rain the countryside had received the day before.

1993 SUZUKI

Australian Six Days Test

RMX250P ISDE REPORT

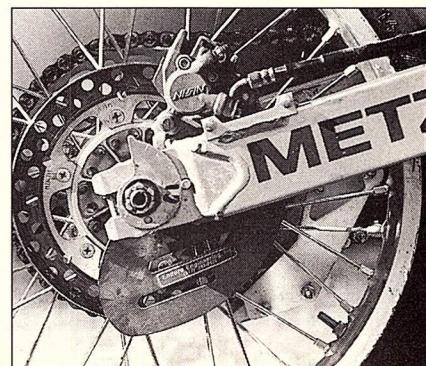
By Tom Webb



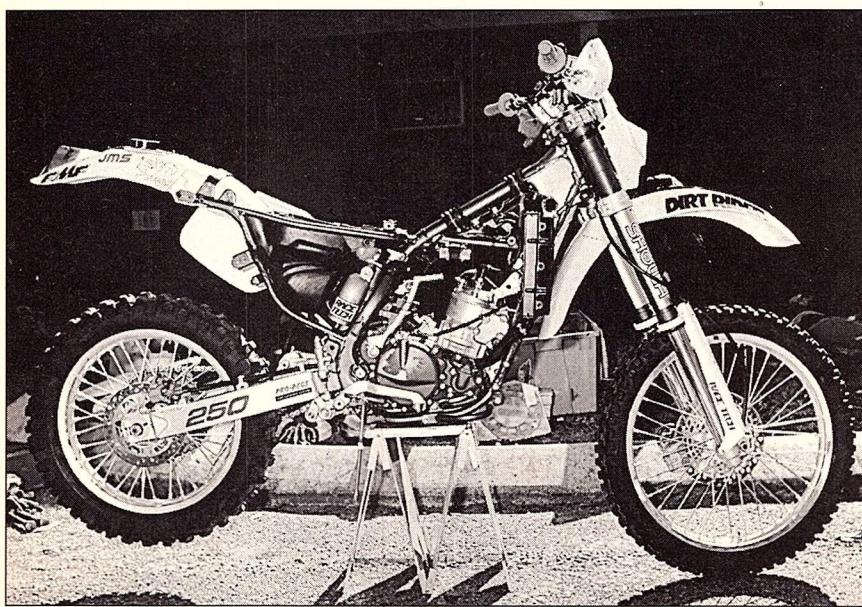
Mere minutes before impound Kato snapped a pic of my modified '93 RMX250P. The machine was equipped with a slightly ported cylinder, a heavy-duty FMF pipe and long muffler to meet the strict FIM sound requirements. It was also fitted with Metzeler's newest MCE ISDE tires.



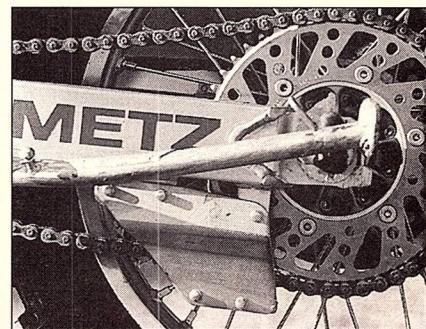
The FMF-built silencer was an extended unit with a down-turned end piece that enabled the machine to pass the sound test.



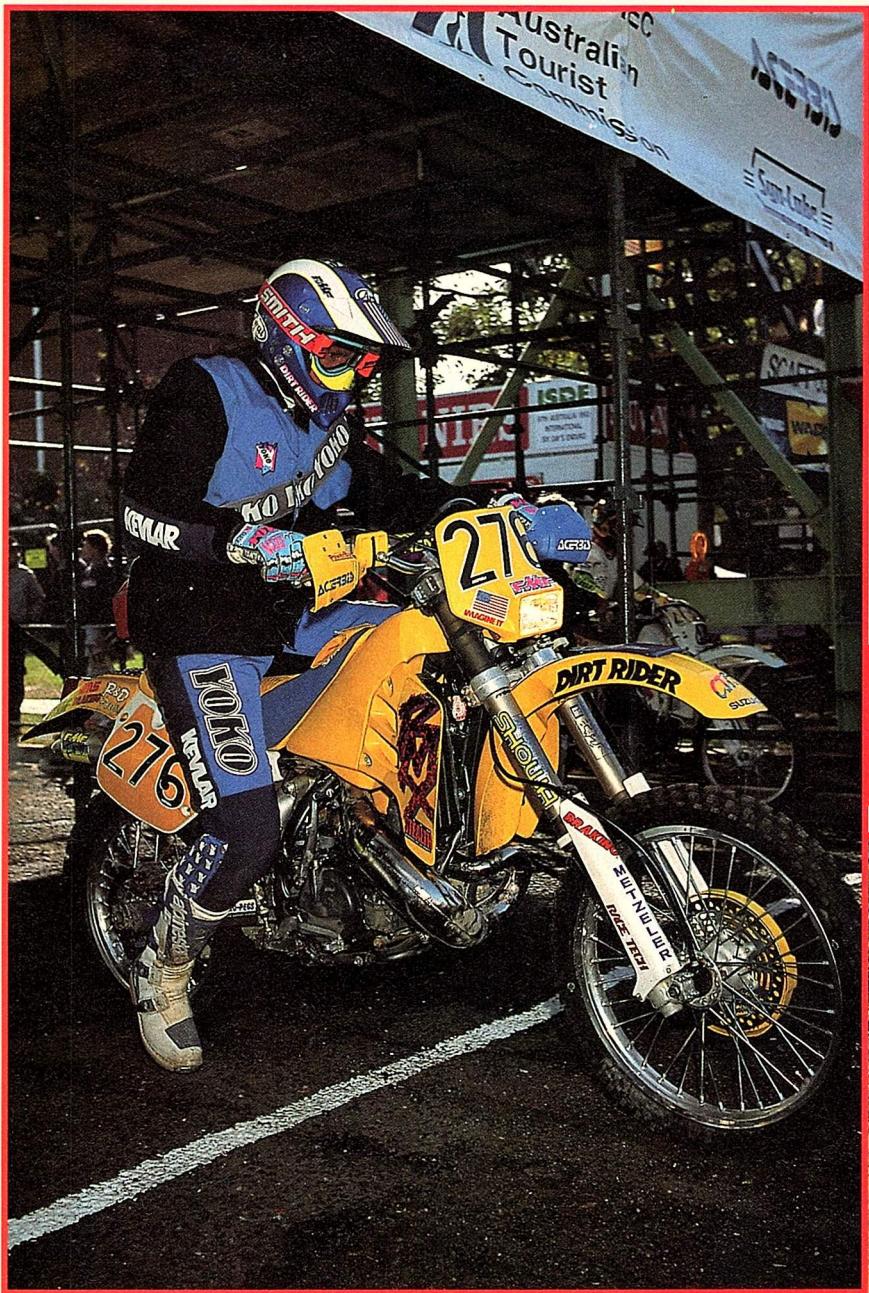
Enduro Engineering provided a shark-fin which we welded to the rear caliper carrier to protect the rotor.



Fresh out of the crate from the U.S., Team DR's RMX used Race Tech-modified suspension that included stiffer coils and hard-coated fork tubes with modified bushings and revised damping rates for improved ground control. The frame, wheels and brakes were left stock (until the stock rear pads wore out), and Motul brake fluid filled the lines.



I used a SideWinder O-ring chain with an Answer Products Radialite 49-tooth rear sprocket. Ray Gibb built a stainless steel chain guide guard to augment the stock plastic unit.



Team DR tackles the land down under.

It was a last-second decision to race the 1993 Suzuki RMX250P at the International Six Days Enduro in Australia. Just three weeks before the machines were due to be shipped down under, I had a chat with Suzuki's top PR man, Joe Colombero, concerning the new and as-yet-unseen machine. I asked Joe about the possibility of race-testing a '93 model at the Six Days, and he told me to check into a clinic for substance abuse. He wanted to know what was wrong with me since the bikes hadn't even been built yet, and we were not slated to get the machines for two months—well after the

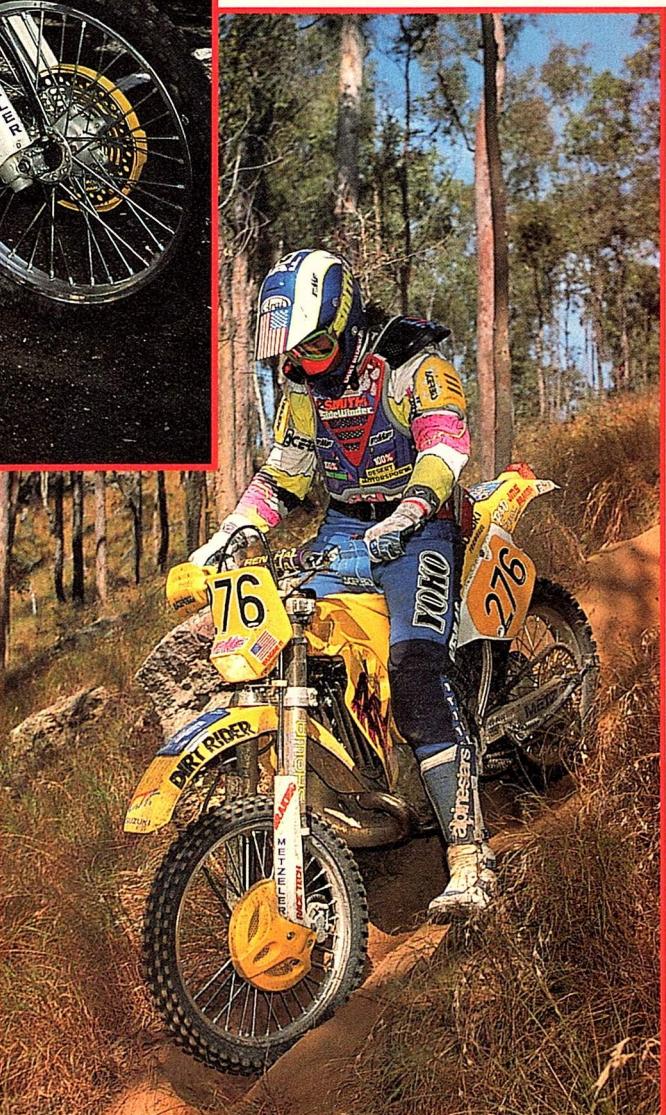
A series of nasty hills highlighted the event on Day Two. Following each ugly uphill was an equally gruesome downhill. In California we call them "seat suckers."

ISDE. But I'd planted a seed in his mind, and a day later he called the posh DR offices and claimed he could make it happen. Suzuki of Japan would send him the first preproduction '93 RMX, and *Dirt Rider* could enter it in the Himalayan Sand Drags for all he cared. Naturally, a report from Australia would suffice.

THE CLOCK TICKS WHILE WE JAM

Mike Webb, American Suzuki's off-road supervisor (and, unusually enough, a relative of mine) was the man in charge of the project. We tested the stock '93 RMX for 10 days in the California high desert, following a standard testing procedure that pits the stock machine against Mike's own highly modified '92 RMX. In stock trim the '93 Suzuki would have been fine for a sleeker (170-

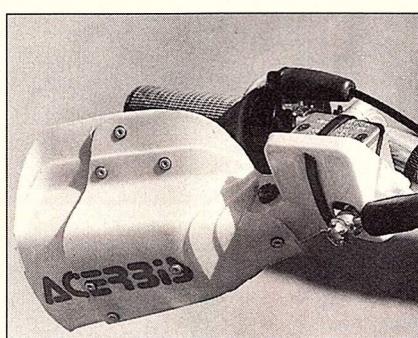
Day One: The bike fired on the second kick after sitting in the impound area for nearly two days. That's the last time the '93 RMX looked so pristine.



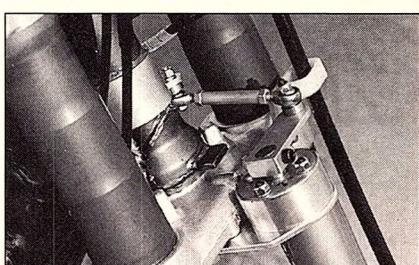
The Race Tech suspension was incredible; it rode high enough in the stroke to maintain some stability. After we added the P.S. Products steering damper the RMX became stable in the worst conditions without adversely affecting steering feel.



Here the bike and I head for impound and the sound test just prior to the final marking of parts (cases, headlight, suspension, hubs and frame get marked so that they cannot be changed during the race). Notice the rear mud flap; it was installed to meet the FIM's requirement for an enduro-legal rear fender. (The flap lasted about two and half minutes of the event.)



We doubled up Acerbis hand guards and pop-riveted them together for additional strength. They easily lasted the entire event.



Some of Day Three's hills were monsters, requiring a good approach just to get over them. The RMX ran perfectly to this point, though the countershaft sprocket had started to wear badly.



We snagged a new P.S. Products steering damper from enduro superstar Drew Smith (he's the owner of Works Enduro Rider and the distributor for the damper) and installed it two days before the ISDE. It mounts above the front fender and is mated to a frame-mounted pivot bracket.



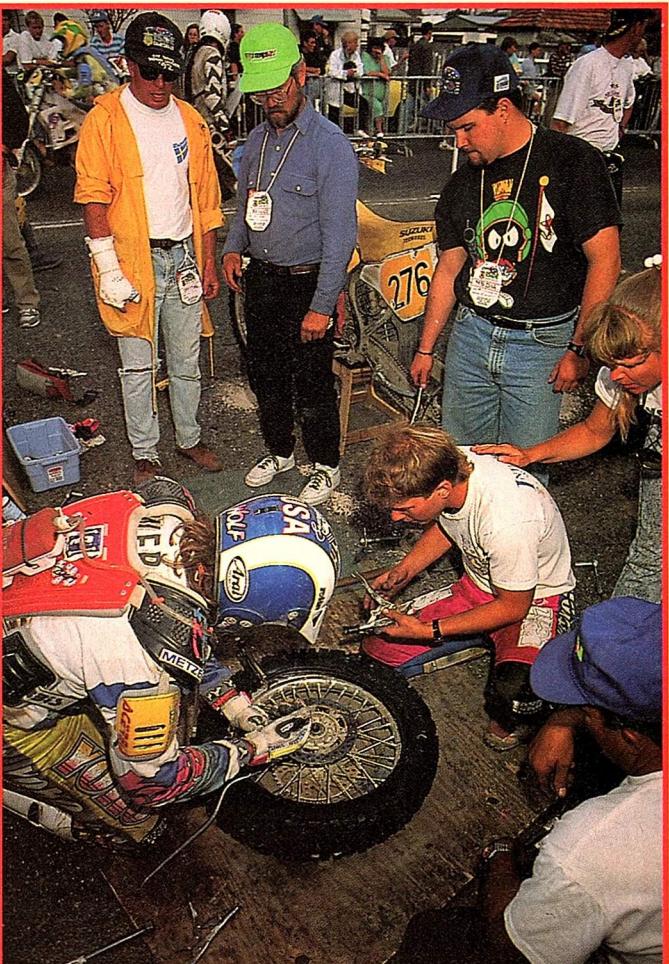
The FMF-modified RMX was never at a loss for power, even on the stair-stepped uphill climbs. Webb dropped down to first gear but never had to push over the top. By this time he had already opted for his second saddle change of the event, using a 20mm-taller Tecnosel unit until the conclusion.

pound) rider, but for my 195-pound person it would need beefier suspension, a shade more boost and as much time as possible to dial in the machine's ergonomics to fit my large frame. I had about one week to perform whatever mods I wanted, then the bike would be crated up and sent to Australia.

This story is a photographic essay on the 1993 Suzuki RMX250P and how its pilot handled the tough Australian event. *Dirt Rider*'s Mark Kariya captured the building of the machine, the prerace setup and the racing as it unfolded day by day.

I'd like to thank the following people for their help with Team DR's ISDE effort: American Suzuki, FMF, Acerbis Plastica, American Yoko, Desert Motorsports, Metzeler tires, SideWinder Products, R&D Racing, Jeff Sheets, Doc Hill, Jeff Spencer, Scott Drafs, every single U.S. supporter of the ISDE and especially the check crews, *Dirt Rider* magazine, Kato and Roost. Without their support, success would have been doubtful and the whole experience a lot less enjoyable.

Scotty Drafs coaches Webb through the rear tire change on Day Three. The Metzeler ecology tire (a DOT-approved, street-legal tire) worked well, but changing the Michelin Bib Mousse foam inserts proved demanding.





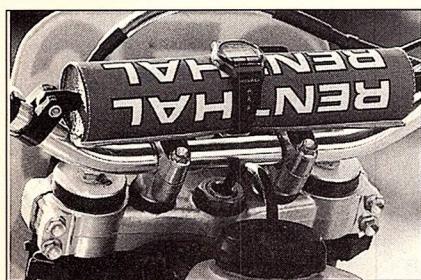
Excellent bottom-end power and a superb clutch had the RMX conquering the nasty climbs. Both the sharkfin and the stainless steel chain guide protector proved invaluable during these sections.



I tested the modified RMX at the Czech Trophy team practice field, concentrating on suspension settings, steering damper settings and tire hook up. In the dry, dusty conditions I felt that the bike had considerable hit, so I dropped the rear sprocket to a 49 (50 is stock) and spent an hour jetting the new Keihin carburetor, richening the needle considerably.



Day Four kicked some Wolf butt. I ran over my damaged left foot during a terrain test, shifted the bike with my heel for the rest of the day, had to zip tie my headlight back onto the fork following a collision with a tree and suffered through a dramatic rainstorm on the final leg of the 165-mile day. Unfortunately, I had changed tires on the previous day, electing to use a dry-terrain front tire which worked miserably in the mud.



A Renthal aluminum handlebar (Honda low bend) offered great feel and stayed bend-free for the whole six days. A watch wrapped around the crossbar pad was my only timekeeping tool.



Doc Hill tapes me up prior to Day Five; Darren Sanford (LEFT) and Dan Nielson spectate prior to their tape jobs.



At the end of Day One (about a 170-mile jaunt) I installed a new Metzeler rear tire then switched the 10mm-taller MXA saddle for a 20mm-taller Tecnosel unit. The RMX's sidestand was an annoyance, constantly flopping down and requiring a large rubber band to hold it in place. However, the big problem was the rear Bib Mousse foam insert, which completely melted during the day's ride.



Day Four wasn't kind to the Wolfster. Catching his foot in a hole in the last terrain test nearly ended his Six Days, then three inches of rain fell on the mountainous final loop, sliming up the terrain and making for a menacing ride. Webb dropped route points due to several big bottlenecks, but he was thankful just to make it back to *parce ferme*.



Webb rode conservatively on Day Five after reinjuring an already throbbing foot. The course featured terrain with excellent traction (due to the deluge the previous day), but it got a bit slimy at times. The RMX hadn't even coughed hard by this point, requiring only air filter and tire changes.



I was thrilled to get through Day Five's 170-mile adventure. I installed a new rear Metzeler (with a tube, tossing the nearly melted foam insert), taped up a broken throttle housing (from one of a dozen crashes) and put in a clean air filter.



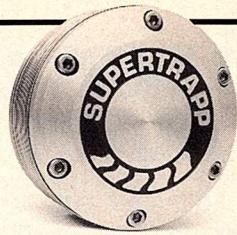
On the trail during the preride through Day Five's terrain test: At this point the suspension really started to feel loose and soft. I was too lazy to change the front tire (a Dunlop K490), and as it turned out, the terrain absorbed enough of the earlier rains to offer ideal traction. The only problems that haunted me were a broken side-stand, which I finally removed, and a worn countershaft sprocket.



Big-time dust plagued the final moto, and I rode like a complete spongehead, ending up 21st in the moto and well off the pace. Still, I captured a silver medal on a nearly new, slightly modified 1993 Suzuki RMX250P.



The walk to the final moto impound: I was extremely happy just to finish the final day (and sidestep a monster tunnel which trapped large quantities of riders). All I had to do now to finish on silver was complete the final 20-minute moto.



**BECAUSE EVERYTHING
ELSE IS JUST A MUFFLER.**

SUPERTRAPP

**Send \$1.00 for a complete
product line catalog to:**



SUPERTRAPP INDUSTRIES INC.

3910 Seaport Blvd.

West Sacramento, CA 95691

(916) 372-5000 • FAX: (916) 372-1354

DIRT MART

HIT PAY DIRT!

If you want to reach nearly 1 million enthusiasts, *Dirt Rider's* "Dirt Mart" is the place to be! Advertising space is available in 1" to 3" black and white units. Minimum insertion is 3 issues within contract year. (Rates below are listed on a per ad basis.)

Black & White	3 times	6 times	12 times
1 inch	\$105	\$100	\$ 90
2 inches	210	200	180
1/12 page	260	250	220
3 inches	315	300	270

Black &	3 times	6 times	12 times
One Color	\$145	\$135	\$120
2 inches	290	270	240
1/12 page	350	335	300
3 inches	435	405	360

To receive more information about "Dirt Mart," call or write: Direct Marketing Division, P.O. Box 69910, Los Angeles, CA 90069. Or call toll free: 800/231-4053 (in U.S.); 800/521-3151 (Canada); or 310/854-2700 (California).

YAMAHA PARTS
DISCOUNT PRICES
Call Cycles & Sound at:
1-800-842-2128

The choice of
TEAM SUZUKI

WORKS CONNECTION

SKID PLATES
SEAT COVERS
FOOTPEG WIDENERS
FORK SUPPORTS
SEAT FOAM & MORE!

  C.O.D.

(916)791-1989
Call or write for a free catalog
7850 Leona Way, Roseville, CA 95746

MICHELIN®
Bib mousse - Desert
MX - Trials
U.S. Distributor

Starsport
1175 Fourth Street
Santa Rosa, CA 95404
(707)542 9544

EIBACH-AMP SPRINGS
Front Fork \$69.95, Rear Spring \$89.95
AMP Link \$159 * VISA, M/C, AMEX, COD
AMP
RESEARCH

1855 Laguna Canyon Rd.
Laguna Beach, CA 92651
Tel: (714) 497-7525
FAX: (714) 497-0284

It's here! **PROComp**
The single, compact
Enduro instrument with
all the right stuff:

• Readout of how many minutes &
seconds you are late or early
• Enduro clock
• Mileage readout
• Distance to the next Possible check
• Exceptional reliability
• Too many other features to list here
• \$299.95 for the entire system
A ProComp model
for **Brand X** rules is
also available

Please call Toll-Free
today for more info
1-800-331-0470
FAX (504) 882-7700
 

HOT ITEMS...

For Serious Bike & ATV Riders.



- Silent Sport High Performance Muffler Packing. Now in two sizes, small-\$14.95, large-\$19.95
- Sag Scale shock preload scale. Set your dirt bike up right. Easy to use, dials in front fork & rear shock-\$17.95
- Axle and Chain Alignment Tool. Saves wear on chain, sprockets, discs and pads-\$27.00
- Muffler Plug. Lets you hose down worry free. Size A for 125 - 250 cc, Size B for 250 - 500 cc. Each \$3.95
- Seal Drivers. For upside down forks. Specify either 43mm or 45mm-\$50.00
- Aluminum Screw Kits for show and go. Gold or Silver anodized. For all plastic parts. Lighten up-CALL.
- Safety Wire Pliers-\$39.95 Safety Wire-\$18.95.
- Cartridge Bleeder Rods, KYB & Showa-\$12.00.
- Brake Saver Cable, saves brake pedals from bending by rocks, roots, etc.-\$3.95

Race Tools
See your dealer or
call 1-716-426-4480.

BARNUMS
CROSS COUNTRY DR
PERFORMANCE SPECIALISTS

We build any and all brands of FOUR STROKE Off-Road Motorcycles.
Engine Rebuilding, Suspension
Rebuild or Revale. Available.
Send \$3.00 for Catalog to:
BARNUM CROSS COUNTRY
P.O. Box 1175 OR CALL 619/951-8670 for orders/tech info.
Victorville, CA 92393 MOTOCROSS DESERT ENDURO CROSS COUNTRY

SUSPENSION SPECIALISTS
ALL BIKES • QUICK TURNAROUND
For Fast, Dependable Service & Parts Call:
BROWN'S COMPETITION CYCLES
(405) 640-2537
Or write: P.O. BOX 720192, Norman, OK 73070
UPS DAILY • FED-EX Available • CHECK/M.O./C.O.D.

PIPE REPAIR \$35

IF WE CAN'T FIX IT, WE REPLACE IT!

GUARANTEED! *

WHY BUY A NEW EXHAUST PIPE WHEN WE CAN FIX YOUR DENTED OR MASHED ONE NO MATTER HOW BAD IT IS!*

NEW PIPES! AVAILABLE FROM: FMF, DYNOPORT, PRO CIRCUIT, ETC.

LIFETIME WARRANTIES! AVAILABLE FOR \$29.95

OVER
10,000
REPAIRED

TRADE IN POLICY! CALL FOR DETAILS!

USED PIPES! CALL FOR PRICE AND AVAILABILITY

ACCEPT NO IMITATIONS, WE ARE THE ORIGINAL AND BEST!

ONE DAY TURNAROUND-UPS DAILY

VISA/MASTERCARD/COD

FLP COMPANY FINISH LINE PRODUCTS *RESTRICTIONS APPLY

(800) 843-8745 76 RAILROAD AVENUE
(516) 758-2777 PATCHOGUE, N.Y. 11772

DICK BURLESON

OFF-ROAD RIDING SCHOOL

8X NATIONAL ENDURO CHAMP

- Personalized Riding Instruction • Beginner to Expert •
- Racing and Trail Riding Programs • Rental MC's Available •

GUIDED ADVENTURE TOURS

14082 Seven Hills Rd. Traverse City, MI 49684
(616)223-4675 • Fax (616)223-4676

DIRT CYCLES

SAVE 50%

ON USED PARTS.

All our parts are 1980 and newer.
(508)429-5306 (508)478-1868

DAYS NIGHTS

DISCOUNT PARTS
****GET IT NOW****

KAWASAKI HONDA KTM
SUZUKI YAMAHA CAGIVA
POLARIS DUCATI HUSKY

NEXT DAY SHIPPING AVAILABLE

INFORMATION • (816) 761-6621

ORDERS ONLY • 1-800-748-8018
AMEX • DISCOVER • VISA • M/C

****FREEDOM CYCLES****

12505 S. 71 HWY., GRANDVIEW, MO 64030

HiPoint

Trailers USA

The "fabulous" and "fun loving"
HI-POINT TRAILER



IN A CLASS OF IT'S OWN

Custom built to your specifications. An aerodynamically designed, all fiberglass trailer with new rubber suspension axles and electric brakes. Available in 14', 16', 18', 20' and 24' sizes, both flat top and the new raised roof models. Roll bar construction for that extra margin of safety. Many extra options available.

Hi-Point Trailers USA
1115 Milan Avenue
Amherst, Ohio 44001
or call: (216) 988-4474



DIRTY HARRY'S
1-800-TRY-KTMS
 (1-800-879-5867)
 ORDERS ONLY (no catalogs)

KTM PARTS - CLOTHING - ACCESSORIES
 VINTAGE PARTS AVAILABLE
 DIRTY HARRY'S - VERONA, PA 412/828-2667

ATTENTION ALL KDX OWNERS
 We have more time and testing on every year KDX 200 than anyone else. We know what it takes to make **YOUR** KDX 200 work for **YOU!**
 Give us a call for tech tips or free brochure.

FREDETTE RACING PRODUCTS
 8033 W. 189th St., Mokena, IL 60448
815-469-4011

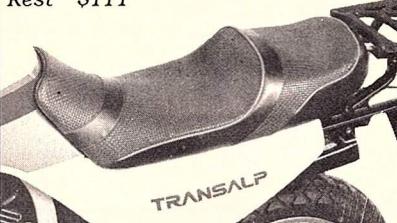
'92 MODELS AVAILABLE

DUAL SPORT PLASTIC
 Plastic Tanks Also Available For XT 350cc and 600cc Yamaha's.
 58 Styles of Gas Tanks Priced From \$71.50 to \$115.00 plus Postage.
(503) 829-2156
 29302 S. Salo Rd., Mulino, OR 97042
DR/DRS-250-350
 4 Gallon

HONDA
Kawasaki
Suzuki.
GIGANTIC PARTS INVENTORY
 "We've Got Them All"
 Low Prices • Fast Service
 Toll Free **1-800-343-9065**
 FAX NO. 1-414-249-0608
 We Ship UPS, COD
 VISA, MC, AM. EX., DISCOVER
MIDWEST ACTION CYCLE
 1401 Elkhorn Rd. Lake Geneva, WI 53147

Mike
Corbin
Dual Sport Comfort!
Available Passenger Backrest

#HTA \$214
 Rest \$111



USA 800-538-7035
Canada 800-663-1016

H&H Products
 (714) 742-9116

Quality Alum. Stand
White Powder Coat Finish
Heli-arc Welds
Rubber Pad on Top
Money-back guarantee

\$38.95 plus \$6 shipping (CA res. add \$3.02)
 PO Box 2912 • Seal Beach, CA 90740-1912

LIFETIME BIKE STAND ENDURO/MOTOCROSS
PRICE - \$69.95 + S/H
Dirt Rider Tested 6/88
HOLMES MFG. CO.
 14695 E. Stanford Pl., Aurora, CO 80015
(303) 693-3892

Quartz Watches
 Send check or money order to:
NATIONAL WATCHATORS
LIQUIDATORS
 P.O. Box 6165
 Huntsville, AL 35824-0165
1-800-262-0129
 AL Res. Add 4% Sales Tax
 Satisfaction Guaranteed

MOUSE'S CYCLE RACING
 Husqvarna **DUCATI** **MAICO**
 Sales, Parts, Accessories and Service
 Cylinder Boring, Crank & Shock Rebuilds
 (919) 346-1010 Sales & Service
1-800-345-8154 (Orders Only)
 303 Youpon Drive, Hubert NC 28539

KTM **ATK** **H**
STOCK PARTS
 White Power Suspension
 UPS Daily
 • Let Us Help You •
 2350 Orangethorpe, Anaheim, CA 92806
 (714) 449-1271 FAX (714) 449-1374

PIPE REPAIR - (starting at) \$35 **VISA**
SHOCK SERVICE - (starting at) \$35
OFFICIAL WHITE BROS. SERVICE CENTER
HOWARD **CALL**
MOTORSPORTS (509) 482-0107
 N. 4516 NEVADA ST., SPOKANE, WA 99207
 UPS DAILY - FAST TURNAROUND

LARGE CAPACITY BAJA PLASTIC FUEL TANKS
POWDER COATED SHIFT LEVERS

'92 Models Available **VISA**
Dual Sport Bike Tanks **AMEX**
 Watercraft & ATV Tanks **UPS Daily**
 See your dealer, or call for the model you need.

IMS PRODUCTS, INC. ORDERS (800) 237-9906
 INFORMATION (714) 781-5849
 CATALOG AVAILABLE FAX (714) 781-0156

BIG BORE KITS

Cylinder Sleeving Cylinder Boring
 Super Fast Turn Around!

Not the biggest, just the best!

JAPAN MOTORS RACING
 741 YARMOUTH RD., HYANNIS, MA 02601 • 508/778-7211

GRiffin VEHICLE SERVICE

The Source For **H**
ATK **MADE IN USA** **KTM** **FUN IN MOTION** **Husqvarna**

can-am **motorcycles** **Also OEM Parts For:**
 HONDA KAWASAKI
 SUZUKI YAMAHA
You can't beat our fast, friendly service.
 Accessories for ALL BRANDS of DIRT BIKES "We have it!"
FULL SERVICE SHOP (Cylinder Boring)
 Complete Suspension Services

TRY US!
ORDERS 800-525-6771
 24 HR. PARTS HOTLINE **FAX:**
609-726-1717 609-726-1777
 SHIPPING UPS DAILY / ALSO COD / ALL MAJOR CREDIT CARDS
 P.O. Box 337, Chatsworth, NJ 08019

KTM **#1 PARTS SALES SERVICE**
 W/P SUSPENSION SERVICE

Mods and Rebuilding by
BARRY HIGGINS from \$80 & up

VISA, M/C, DISCOVER, C.O.D. UPS NEXT-DAY DELIVERY!
LARGEST KTM PARTS INVENTORY IN THE U.S.
MAICO PARTS AVAILABLE!

H & H KTM WORLDWIDE

8820 Bright Star Rd., Douglasville, GA 30134
 INFO: (404) 920-1371 • FAX: (404) 920-9198

GO KARTS **LARGEST SELECTION**
DISCOUNT PRICES
 FUN KARTS • MINIBIKES
 ALL-TERRAIN KARTS
 RACING KARTS
 ENGINES • KITS • PARTS
 88 PAGE CATALOG \$3.00 VISA
 or MasterCard or mail \$3.00 to address
 below. Catalog sent by 1st Class Mail.

KART WORLD **Dept. DR**
 1488 Mentor Ave. Painesville, Ohio 44077
PHONE (216) 357-5569

GET 3 EXTRA HORSEPOWER FOR UNDER FIFTY BUCKS

Mr. Know-It-All reveals to you the most overlooked secrets for gaining reliable, extra power from your engine. Proven tricks you can do that add 3 or more horsepower and cost less than 50 bucks. Closely guarded, factory works race team setups are yours in this report.

MONEY BACK GUARANTEE

To get a copy of Mr. Know-It-All's "POWER SECRETS REPORT" Send \$4.00 to Mr. Know-It-All, P.O. Box 280, West Chicago, IL 60186

MARK IT!

Bikes
hard-to-find parts

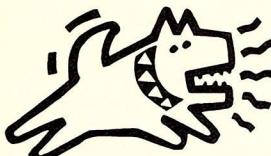


LETKO COMPETITION CYCLES

86th & Parallel Pkwy, Kansas City, KS 66112
(913)334-2410 Order Line (913)334-0881

Hard to find parts for European dirt bikes. KTM's, Husqvarna's in stock. Maico, Penton, Cagiva, Sachs, Hercules. 'Special prices' on current and noncurrent models.

UPS DAILY - VISA - M/C - DISCOVER



DREW
SMITH'S

(908)637-6385
BOX 279-A
JENNY JUMP ROAD
GREAT MEADOWS
NJ 07838
Please
Call
or
Write
for
Details

\$299.00

WORKS ENDURO RIDER
IS NOW THE EXCLUSIVE
DISTRIBUTOR OF THE NEWLY
REDESIGNED P.S. PRODUCTS
STEERING DAMPER

* REDUCES RIDER FATIGUE
* REDUCES DEFLECTION CAUSED BY ROOTS & ROCKS
* ELIMINATES HEADSHAKE
* AMERICAN MADE

México
Motorcycle
Adventures

INC.

1-800-421-6784 • FAX: 409/898-8567
ask for "DOC"

KTM
FUN IN MOTION

HUSABERG
AMERICA, INC.

YOKO

Check out our prices for OEM KTM and HUSABERG parts and accessories before you buy, we also stock a full line of YOKO Racewear. Customer satisfaction is our goal!

moto aventura IN COSTA RICA

Experience the ultimate Off Road motorcycle adventure tour in the most exotic and friendly country of Central America.

Ride a variety of challenging terrain, like: rain forest paths, mountain rides, the savannah and much more aboard our new 1992 Husqvarna 610 which is provided along with first class accommodation, meals and gas. Bilingual guide (group discounts).

For a Free & Colorful brochure and Information

MOTO AVENTURA IN U.S.A. CONTACT:
FAX (506) 21-9233 DAVE TERRELL DTX
P.O. BOX 4188-1000 PHONE (714) 686-6915
SAN JOSE, COSTA RICA FAX (714) 686-1077
455 W. LA CADENA DR., #14
RIVERSIDE, CA 92501

Send \$2.00
for our new
32 page catalog.

MOOSE
Racing

Heavyweight Flywheels
Enduro Suspension Mods
Off-Road Riding Accessories

Moose Racing-3911 Norwood Dr. #G
Littleton, CO 80125-1-800-MOOSE-IT

**USED PARTS
SAVE BIG MONEY
DIRT BIKES - ATVs
MUD MANIA CYCLES**
1367 Broadway, Raynham, MA 02767
(508) 880-5915 (508) 285-5333
DAYS NIGHTS

POWRoll
INC.

4-STROKE PERFORMANCE
PRODUCTS

CATALOG SEND \$2.00

(Specify Make, Model, Year)

(503) 382-6395

P.O. Box 1206EKI

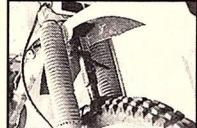
Bend, Oregon 97709

HOT! RAD-N-BAD HOT!
POSTERS
6 different designs

**\$6.00 ea.
or 2 for
\$10.00**
**All 6 for
\$27.00**

Send check or money order to:
RAD-N-BAD • P.O. Box 391067,
Solon, OH 44139
or call 1-800-858-5223

WHEEL-BLOC FRONT SUSPENSION PROTECTION ADJUSTABLE



PRICE - \$19.95 - S/H
Dirt Rider Gear Bag 8/92
HOLMES MFG. CO.
14895 E. Stanford Pl., Aurora, CO 80015
(303) 693-3892

NEW-RAMP KIT

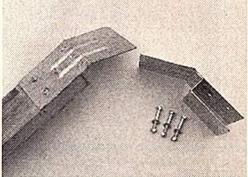
• DRILL AND BOLT TO YOUR 2x6!
• SMOOTH UNLOADING

ONLY \$14.95

+ \$4.00 UPS
CA. RES ADD \$1.25

• HOLDS 400 POUNDS

- 1 BRACKET AND HARDWARE INCLUDED
- HEAVY GAUGE RUST RESISTANT STEEL
- REINFORCED DESIGN GRIPS BOTH SIDES OF BOARD!



SEND CHECK OR
MONEY ORDER TO:

APPLIED METAL PRODUCTS • 2290 TRADE ZONE BLVD., SAN JOSE, CA 95131

KTM
Parts
Accessories
Clothing

FUN IN MOTION

We Simply Care

Mike's Cycle Supply
Orders: 1-800-367-5209
B.R., LA 504-355-4525

ATK
MADE IN USA
Sprockets
O Ring Chains
All Dirt Bikes

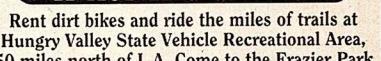
can-am
motorcycles
UPS-COD
Since 1973



ERIC GORR'S
MotoTECH.

A monthly publication
In-depth tech articles
Dirt bike tuning tips
By subscription only
\$19.95 per year
For a FREE SAMPLE
Call 1-800-225-5883
or 1-815-756-3588

RENT AND RIDE
Rent dirt bikes and ride the miles of trails at Hungry Valley State Vehicle Recreational Area, 50 miles north of L.A. Come to the Frazier Park Exit I-5 or call for reservations.
1-800-777-7131
OFF-ROAD CYCLE RENTALS



FOR THE WORLD'S FASTEST RACERS

Troy Lee Designs

NEW 92 COLOR CATALOG

714 371 5219

1821 Wild Turkey Circle, Dept DR, Corona, CA USA 91720
SEND \$2.00 FOR THE 1992 CATALOG & STICKER

REVOLUTIONIZE YOUR FANNY PACK The Ultimate Trailside Tool Is Now Available

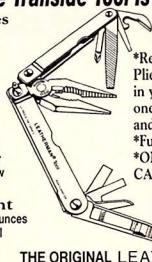
Tool & Blades

- Needlenose Pliers
- Regular Pliers
- Wire Cutters
- Knife Blade
- Ruler
- Can/Bottle Opener
- Large Screwdriver
- Small Screwdriver
- Phillips Screwdriver
- Medium Screwdriver
- Metal/Wood File/Saw
- Awl/Punch

Length/Weight

• 4" Closed / Only 5 Ounces

• 100% Stainless Steel



• Replace those bulky
Pliers & Screwdrivers
in your fannypack with
one lightweight, compact
and capable Multi-Tool

*Full Size *Full Strength
*ONLY \$49.95 (includes s/h)
CA res. add 8.25% sls tx

CA res. add 8.25% sls tx

25 Year
Guarantee

ORDER NOW!

Send Check or Money Order to:

PRP DISTRIBUTING
3438-A Foothill Blvd., STE 209
La Crescenta, CA 91214

VISA,
M/C
orders or for
MORE INFO CALL 818/383-5155

MR **HONDA**
KAWASAKI
YAMAHA

FAIR PRICES • FAST SERVICE
OVER \$400,000 ON-HAND INVENTORY

Call the Pros. We'll Get Your Order Right!

1-800-359-0567

996 Patton Avenue, Asheville, NC 28806

MC • Visa (704) 253-5745 • FAX (704) 255-8138 Am-Ex • Discover

Discount Prices

KTM
FUN IN MOTION

THE BEST PRICES
ON KTM PARTS

TOLL FREE **1-800-967-3685**
ORDER LINE (Orders Only Please)

INFORMATION **803/238-2745**
FAX **803/238 4815**

WE SHIP UPS DAILY
Next Day Air, 2nd Day Air
and Saturday Delivery Available.

C.O.D.
ACTION CYCLE AND SPORTS • M-F 10-6 • Sat. 9-12
700 N. Kings Hwy., Surfside Beach, S.C. 29575

Memberships Available for Our Discount Price Club.
Join Today and get BIG Discounts on KTM Parts and All Accessories!



DIRT BIKE LIFT
LIFTS & LOCKS
\$59.95 + S/H
Non-slip Rubber Pad
Tripod Base for Stability
and Linkage Release Pedal
QUICK-LIFT MFG., (512) 231-5123
P.O. Box 33522, SAN ANTONIO, TX 78265

WE STOCK THE FINEST
*SPLITFIRE
*WISECO
*SILKOLENE

**OUR AD MAY LOOK SMALL
BUT WE STOCK AND HAVE ACCESS TO
OVER 400,000 PARTS & ACCESSORIES**

SUPER SAVINGS BLOWOUT!!

*MX GLOVES pair	\$15.	*'ONEAL TOOL BAG	\$30.
*SCOTT GOGGLES	\$18.	*SIDEWINDER SPROCKETS	\$54.
*MOTHERS MAG POLISH	\$4.	*ACERBIS DISKGUARDS	\$15.
*WAXSHOP CLEARCOAT	\$5.	*'ONEAL HATS	\$5.

LIMITED QUANTITIES **ORDERS ONLY!!** PRICES ONLY IN STOCK

CALL 1-800-964-ARCH

ARCHIE'S P.O. BOX 292, AVON, MA 02322



SIC 'EM.

SPORTIN' T-SHIRTS
CAFÉ RACER
FREE CATALOG 1-800-543-3171
DESIGN WITH TEETH

SAVE YOUR SOLES
Don't throw away those boots. We can make them look and feel like new. We repair all brands and use quality aldinestars products. If you wear it on a dirt bike, we can fix it! UPS daily.
(DIRT RIDER tested!)

MX BOOT SPECIALTY
710 TANBARK, DIMONDALE, MI 48821
(517) 646-9852 • 8 a.m. to 2 p.m. EST

ACCU-PRODUCTS
A DIVISION OF **216-356-1202**

ACCU-MIX™
• MAKES MIXING AS EASY AS 1-2-3
• A must for 2-cycle engines
• 10 pre-mix quantities and 8 ratios
• Suitable for transporting gasoline
• Translucent red color
• Nominal capacity 1.7 gallons

ACCU-START™
• Make your 500 start like a 125.
• Top motocross teams are using compression releases now on their works bikes
• It works, it's reliable, no adverse effect on performance



Code II
by RACING

Code II KX 105 KITS
PRO LEVEL RM 80 MODS
GOLD RUSH Code II KITS
COMPLETE Code II KX 105 BIKES IN STOCK

COMPLETE MX ENGINE SERVICE
ALL 60's THRU 500's
AMA & NMA NAT'L CHAMPS

DUBLIN KAWASAKI and SUZUKI
6044 Dougherty Rd. Dublin, CA 94568
415-829-4466

★PRO-VUE★
PRESCRIPTION GOGGLES
• OZVIZION LENSES • TEAROFFS • ROLL OFFS

357 Sandy Point Ct. NE
ROCHESTER, MN 55906

1-800-548-8354
507-367-4991
FAX

Air Master

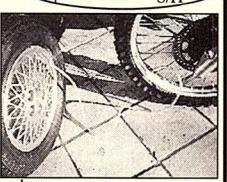
*Easy - Attaches easily to any car or truck tire.

ONLY **\$5.95 + \$2.95 S/H**

*Compact -
No bulky pressure tanks - stores in glove box

*Fast -
Fills in seconds.

Send check or money order to:
MASTER PRODUCTS
495 Telford Lane, Ramona, CA 92065
Allow 3-4 wks. delivery



THE WHEELLESS DIRT BIKE TRAILER
MOTO-X-CADDY™
FITS ALL CLASS III RECEIVERS...
ONLY! \$225.00
Plus Shipping
• PATENT PENDING

NO MORE TRAILERS! • **EASY TO INSTALL!**
• **LIGHTWEIGHT ALUMINUM!** • **EASY STORAGE!**
• **PARKWAY LEGAL!** • **DETACHABLE RAMP!**

BIONDO DESIGN INC. (203) 322-2168
87 Willard Terrace, Stamford, CT 06903



pro-tec
DOP

**PERFORMANCE
CENTER**

• IMPROVE HANDLING • INCREASE PERFORMANCE •
• Engine and Suspension Specialists • 2 Stroke or 4 Stroke •
• Motorcycles • ATVs • Watercraft •

PRO-TEC / DALLAS BAKER PRODUCTS
282 GEMINI AVE., BREA, CA 92621
(714) 738-0631 (213) 697-6759

WORLD TECH Racing
RUSTY HADLEY

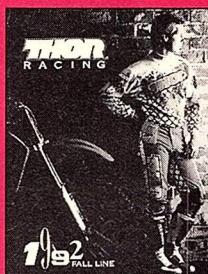
• WORLD CALIBER RACING ENGINES • CARBURETOR MODIFICATION AND JETTING INFO • OPTIMIZED PERFORMANCE PACKAGES FOR SUPER X, MOTO X, WOODS, ENDURO, DESERT AND RECREATIONAL.

714-683-FAST 714-683-3278
581 "B" IOWA AVE., RIVERSIDE CA., 92507

AD INDEX

202 RACING	DM
ACERBIS	191, 227
ADVANSTAR EXPOSITIONS	145
AMERICAN HONDA	COV. 2, 16
AMERICAN MOTORCYCLE INSTITUTE	5
AMERICAN SUZUKI	9-12
AMP RESEARCH	DM
ANSWER PRODUCTS	224-225
APPLIED METAL	DM
ARAI HELMETS	165
ARCHEE'S EQUIPMENT	DM
AXO	171-186
BARNUM RACING	DM
BEST IN THE DESERT	5
BIEFFE	235
BOB'S CYCLE SUPPLY	128-129
BROCKTON CYCLE CENTER	147
BROWN'S COMPETITION	DM
HUSQVARNA	255
CORBIN PACIFIC	DM
CEET RACING PRODUCTS	194
CHAMPS MARKETING	217
CHAPARRAL DISCOUNT	195-213
CLARKE MFG.	DM
COMPETITION ACCESSORIES	85
CYCLE AND SOUND	DM
CYCLE WORLD	78-79
DANGEROUS DESIGN	DM
DENNIS KIRK	163
DESERT MOTOSPORTS	149
DEVOL RACING	76
DIRT CYCLES	DM
DIRTY HARRY'S	DM
DODGE	17
DONELSON CYCLES	136-137
DUBLIN KAW/SUZ	DM
DYNOPORT	5
FINISH LINE PRODUCTS	DM
FMF	190
FOX RACING	87-122
FRANKLIN MINT	15
FREEDOM KAW/HON	DM
FTM	231
GRIFFIN	DM
H & H PRODUCTS	DM
H & H-KTM	DM
HIPERSPORT	164
HOLMES MFG.	DM
HONDA OF TROY	168
HOWARD MOTOSPORTS	DM
HT RACING	75
I.M.S.	DM
JAPAN MOTORS	DM
KART WORLD	DM
KAWASAKI	140-141
KAWASAKI OF RIVERSIDE	159
KRAUSE RACING	192-193, 238, DM
KTM AMERICA	161
LETKO INC.	DM
LOCKHART-PHILLIPS	84
MAIER MFG.	75
MALCOLM SMITH	236-237
MASTER PRODUCT	DM
MATTO CYCLE	DM
MEXICO MOTORCYCLE	DM
MIDWEST ACTION HONDA	143, DM
MIDWEST ACTION SUZUKI	133
MIKE'S CYCLE SUPPLY	DM
MMP RACING	77
MOOSE RACING	230, DM
MOTION PRO	74
MOTO AVENTURA	DM
MOTO TECH	DM
MOTORCYCLE ACCESS	152-153
MOTORCYCLE MECHANICS INSTITUTE	14
MOUSE'S CYCLE	DM
MR. HONDA-KAWASAKI	DM
MUD MANIA CYCLES	DM
MX BOOT SPEC	DM
NATIONAL WATCH LIQUIDATION	DM
NATIONWIDE CYCLE	86
NO. COUNTY YAMAHA	166
NOLEEN RACING	160
NORTH HOLLYWOOD HONDA	74
O'NEAL	233
OFF-ROAD CYCLE	DM
PARTS UNLIMITED	19-70
PENTON HI POINT	DM
PERFORMANCE PRODUCTS	DM
POWROLL INC.	DM
PRO-TEC/DBP	DM
PRO-VUE LENSES	DM
PPR DISTRIBUTING	DM
QUICK LIFT MFG	DM
RACE TECH	14
RACE TOOLS	DM
RAD & BAD	DM
STARSPORT	DM
STEALTHY	86
STICK-EM UP	158
SUN STAR ENGINEERING	228
SUZUKI COUNTRY RACING	77
TOYOTA	167, 256
TROY LEE DESIGNS	DM
TRYALS SHOP	DM
TWO WHEELS ENTERPRISES	DM
WHITE BROTHERS	189
WIDE OPEN RACING	75
WORKS CONNECTION	DM
WORKS ENDURO RIDER	DM
WORLD TECH RACING	DM
Z RACING	DM

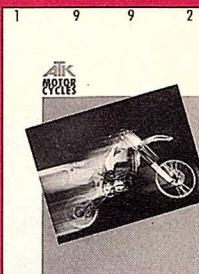
IN PRINT



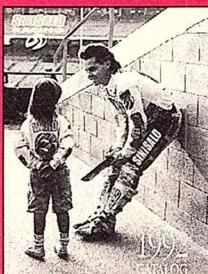
1 See what's new at THOR! Check out their latest racing apparel in this colorful catalog. \$2.00



2 To tame any terrain look to Progressive Suspension for your off-road, dual-sport or race bike. \$2.00



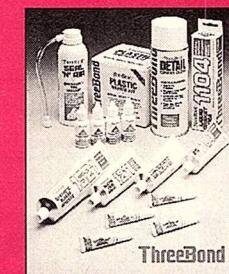
3 The '92 ATKs offer high quality and great flexibility. These American-made bikes have something for everyone. FREE



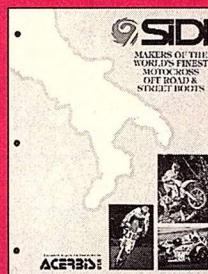
4 Sinisalo Racing apparel gives you the latest in design and quality. Check out their new line! FREE



5 Barnum Racing is the only one for all your four-stroke performance needs. Send for their new catalog. \$3.00



7 ThreeBond makes a product for almost any job, from fixing a fender to sealing a gasket! FREE



8 Sidi's hot new 1993 catalog highlights the wide selection of all their high-quality boots! \$1.00



9 Web-Cam's catalog of performance camshafts and valve train components includes hundreds of listings. \$2.00

Check the box(es) of the literature you'd like to receive, then send this order form with the literature fee plus \$2 (U.S. currency) handling charge to:

DIRT RIDER, IN PRINT

P.O. Box 5294, Pittsfield, MA 01203-5294

DR processes your information requests and forwards them to the companies making the offers. Please allow 6 to 8 weeks for shipment. Requests will be honored through March 28, 1993.

Total remittance (if requested) \$
Handling fee \$ 2.00
Total payment enclosed \$

Name _____
Address _____
City _____
State _____ Zip _____

Is this your copy of DR? Yes No Coupon expires Mar. 28, 1993

LETTERS

FREEDOM OF CHOICE

Re: September '92 "Dirt Writer" on making our own choices. Absolutely right on! That's what motorcycling is all about: freedom, choices and getting away from all the hassles of our crowded society.

But who do we blame when our chosen path is destroying us? The "easy rider" crowd hasn't grasped the possibility that they might not even have a helmet law if they didn't piss everybody off everywhere they went. We choose to attract attention to ourselves; we rarely realize the negative effects we may create. On the street millions of people see and hear us, and let's face it—humans are a vindictive lot.

For example, I'm Joan Q. Public driving down the interstate in my station wagon, and I'm unexpectedly blasted out of my seat by a gaggle of noisy Harleys blowing by my left window—10 feet away! You can be sure I'm no longer indifferent about motorcycles. Period. I can't tell the difference between a quiet one and a loud one. I never notice a quiet one—get it?

Just ask any airplane pilot, motorboater or commercial developer, and you'll see that we are having fights about noise everywhere in society. Noise is like a magnet for trouble. Granted, there will always be prejudice against motorcycles, but the vast majority of society is indifferent to us, which truly leaves the choices in our hands. The Harley guys don't want to hear that. They choose to be victims. They're hung up on the trappings of freedom—the external appearance of rebellion as the "real" expression of freedom. Dirt bikers have perhaps found another path to true freedom.

Activities that no one notices are rarely attacked. Do we wish to make a statement, or do we wish to be free to ride?

Nora Hamilton and Jim Cooper
Geyserville, CA

HOOSIER HELP

Normally we Hoosiers would never write to any Californians for helpful advice, but since we have a similar goal in Project Stealth, we'll give it a shot. My buddy and I both ride 1983 Yamaha IT250s. By today's standards they are dinosaurs, but we have maintained them very well, and they have always been reliable. Since

money is scarce and we have families to raise, we ride in Michigan only eight days or so a year, and we can't afford any of the newer, quieter bikes.

My IT has an Answer silencer/spark arrestor that is loud enough that I wear earplugs when I ride, and it tests at 100 dbA when repacked. My friend Dan's exhaust system is stock, but at 98 dbA it's just as loud as mine. All the sound tests at the rides in Michigan sponsored by the CCC are 94 to 98 dbA, and we cannot pass them anymore. Nobody at the bike shops knows of any aftermarket silencers that will help these bikes.

Can you advise us of any exhaust systems that will muzzle these bikes, or are they doomed to extinction because they cannot adapt to today's riding environment?

Jim Arata and Dan Heidenreich
Ft. Wayne, IN

Michigan's new 94-dbA law is a tough one to meet unless, as you mentioned, a rider can afford to buy one of the EPA-legal enduro bikes (and is willing to either leave the muffler alone or replace it with a suitably quiet aftermarket one).

Project Stealth is still in its infancy. Although Answer, SuperTrapp and other exhaust manufacturers are working very hard, it takes time to develop new technology.

I'm not familiar with current aftermarket muffler availability for 10-year-old bikes, so I don't know (yet) what to recommend for your problem except to try two things: find a later-model OEM muffler/spark arrestor that will fit your IT or try the trick explained in the next letter.

I keep hoping that I'll be able to tell you about a Project Stealth-caliber muffler from the aftermarket exhaust manufacturers soon, but we'll just have to see. Keep your fingers crossed. I am!

—Charlie

STEALTH SNOWBALL

It's great to see the snowball effect that your Project Stealth campaign is having on the ORV community and business.

As someone who has returned to trail riding after seven years away from the sport, I have been bitten much harder this time around. It's made me get involved in groups and organizations that portray a positive image of our sport and promote responsible riding habits.

When talking with people who don't associate with us dirt riders, their number-one complaint is the noise! Number two is the lack of a spark arrestor, number three is not staying on the trail, and number four is total disregard for others in the forest by not riding safely.

Not everything they have to say is negative, but that is their overall perception of us. This must change. Those of us who know proper trail-riding habits must inform those who don't. Otherwise, there won't be any land left to ride on.

While riding for Michigan's ORV Safety Patrol this past summer, I couldn't believe the number of riders out there riding old motocross bikes. Some are aware of the need for a proper working muffler/spark arrestor, but some just don't care. They say they can't find one, they don't make one for this old a bike, or they cost too much.

BS, I say! I have a 1985 YZ250, and I use the stock muffler with an Answer Legalizer spark arrestor. I fit a radiator hose that curved toward the ground [onto the pipe] and held in place with a hose clamp. I was rewarded with 90 to 93 dbA at 45 degrees/20 inches from the end of the exhaust. It only cost \$65—much less than a ticket for a too-loud bike with no spark arrestor.

Yes, it might look a little weird. No, it didn't affect performance. Do I care what other riders think? No. What I do care about is the perception of others who don't ride trail-bikes toward myself and our sport.

Charlie, please send me a Team Stealth sticker to display proudly. Also, if you want to use the radiator-hose idea in your "Trail Tips" column, I wish you would so others will benefit. Please donate the money to the AMA Legislative Support Fund.

In closing, I'd like to say thank you for taking on this project and opening the eyes of others to this very serious problem.

Jeff G. Hinkle
Co-Chairman of Michigan's
USFS ORV Safety Patrol
Holland, MI

We appreciate your views and opinions. Send letters to: Dirt Rider, Attention: "Letters," 8490 Sunset Blvd., Los Angeles, CA 90069. Letters must be signed and include your address or telephone number; however, we will withhold your name at your request. We reserve the right to edit letters for clarity or length. The views expressed here are not necessarily those of Dirt Rider magazine. DR

THE MONKEY BUTT 720

They say Bill Chapin, the Six Days of Michigan ramrod, was born grouchy, but this is not true. Bill was born a normal, happy child and did not become grouchy until the mid-wife smacked him to make him cry, and if she hadn't been holding his ankles Bill would have kicked her in the eye. The nicest thing I can say about Bill The Grouch is that he doesn't move his lips a whole lot when he reads.

When Bill asked me (again) to drive one of his support trucks I agreed, provided we could park it in a field at the campground instead of threading it between trees like the advanced driving exhibitions we performed last year. Need wood for a campfire? Just follow the support trucks!

Most multiday trail rides provide support vehicles, usually dinky little overstuffed vans. The Six Days of Michigan runs two monster diesel rigs with room to transport your tent, a propane barbecue grill, a 55-gallon cooler, all the clothes you own, silverware and dinner candles. Feel like skipping a day or need more time to repair your motorcycle? Just throw it in the back of the truck and tie it down. The SDM issues permanent riding numbers, which gives you a pretty good indication of how many SDMs a rider has under his belt. Mine is 100; some low-number riders are showing up with coffin-size gearboxes on wheels. This numbering system makes it easier to weed out the idiots who make noise after midnight.

The organization behind the SDM is first-rate, the trails are beyond first-rate, and you know they've got it together when the entry list includes five ISDE gold medal winners—Dick Burleson, Jeff Fredette, Mark Hyde, Terry Cunningham and Scott Summers—plus the nation's

only professional trail rider, Jesse Goldberg. The normally separate single-track and dual-sport trails combine quite often, and I heard more than one overweight dual-sport rider say, "Then I passed Burleson on an uphill...." Sure he did, but only be-

fully, they found him after a four-hour search; he was standing in line for a shower at the KOA campground.

Bill almost smiled over the incident—almost—but his grouchiness prevented it. The next day we no-

ticed the new rider was sandwiched behind a rider who had arrowed that day's trail and ahead of a good-looking chap with vast experience picking up dropped motorcycles—all of which he needed. The newcomer gained a world of dirt-riding experience; that day's 114 dual-sport miles included all of eight miles of paved road!

To no one's surprise the inexperienced rider left for home the next morning, and to everyone's surprise Bill refunded his entry money. He also took with him a paid subscription to *Dirt Rider* because he sure needed to do some research—a Translapper is not exactly the ideal first dirt motorcycle for a 60-year-old novice.

This year Kawasaki and Suzuki sent support trucks to join the usual Honda effort, and their "factory" riders seemed to enjoy the down-and-dirty evening question-and-answer sessions. He might have been the new kid in town, but Scott Summers's seriousness and extreme accuracy while fielding questions reminded me of what I'd read of Charles Lindbergh when he was Summers's age.

Oh yeah, Mark Hyde had an assistant driver named Bob. I only mention this because Bob said he'd send me five dollars if I mentioned his name.

You see, that grouch Bill never did reimburse me for the six-dollar toll I had to pay to get his truck over the Mackinac Bridge.

—Ed Hertfelder

Box 1131

Haddonfield, NJ 08033



cause Burleson stopped to swap motorcycles with someone who wanted to try the new Honda XR650L he was testing!

Usually when you read a list of big-bore names like this you think big bucks, as in Colorado 500. This is not the case at the SDM, where you pay \$175 to enter plus \$65 for a buffet breakfast and dinners delivered at the campgrounds—such a bargain you wouldn't believe. Heck, we pay 25 bucks a day for dual-sport rides that appear to have been laid out with a motor home. At the SDM for 15 bucks more we get *real* trails, meals, a campground, a truck to haul all our gear and sweep crews that sweep. And even old grouchy Bill cared enough to send experienced riders to find a lost newcomer before they went to bed (though Bill didn't care if it was that night, the next day or the next week sometime). Thank-



THE WORLD'S BEST FOUR STROKES JUST GOT BETTER.

Once again, Husqvarna took the 4-stroke world by storm. Thumping all of their open class competition enroute to the World 4-Stroke Motocross and World Enduro Championships.

For 1993, Husky 350 and 610 WXC and WXE models are even better. Their world-class Showa front forks now feature external pre-load adjustment. Rear shocks now boast bigger pistons to stay cooler in the heat of battle. Front disc brakes are lighter. Higher seats, improved padding and wider foot pegs mean greater comfort and control.

So see your Husky dealer. There's no better way to kick off your own championship season than the world's best 4-strokes!



CROSS COUNTRY SERIES
350WXC/610WXC



ENDURO SERIES
350WXE/610WXE

*Built to Build Your
Confidence Since 1903*



Husqvarna

THE FINAL STEP UP

4x4



A REPUTATION CARVED IN STONE.

First, you feel the 3.0 liters of electronically fuel-injected power. Soon after, you experience the unique Hi-Trac independent front suspension and the proven 4-wheel drive. But then, something else kicks in. Something less tangible. As the road gets steeper. The ruts deeper. You'll feel it. Confidence. Because this 4x4 is the 1993 Standard Bed Deluxe V6 from Toyota. And its reputation is as solid as the ground you're driving on. Call 1-800-GO-TOYOTA if you'd like a Truck brochure or the location of your nearest dealer.

"I love what you do for me."

 **TOYOTA**